

(ESTABLISHED 1881.)

宣統元年閏二月十二號

五拜禮 號二月四英港香

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SINGLE COPY 10 CENTS

Shipping—Steamers

HONOLULU PITON MARLBOROUGH

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HONAM," 3,365 Tons, "FATSHAN," 3,360 Tons, "KINSHAN," 3,095 Tons,
 "HEUNGSHAN," 3,998 Tons.
 Departures from HONGKONG to CANTON daily at 5 A.M. (Sunday excepted), and 10
 Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE,
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.
S.S. "HOLSANG."

JOINT SERVICE OF
HONGKONG CANTON AND MACAO STEAMSHIP CO. LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.
CANTON-WUOHOW LINE.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday, Friday, at about 8 A.M.; and the other leaves Wuchow for Canton on the same days at 8.30 P.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice-Versa by the companies' direct steamers "Lintau" and "Sauli." These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

On SUNDAY, 4th April
S.S. "HEUNGSEAN"
will depart from the COMPANY'S CANTON STEAMER WHARF at 9 A.M.
Departure from Macao, 11.3 P.M.
Excursion Rates as usual.

Further particulars may be obtained at the Office of the—

HONGKONG, CHINA, 1946. HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier.

HONGKONG HOTEL

String Band play during Tiffin and Dinner.

GRAND CARLTON HOTEL.

"THE TOPIC OF THE TOWN."

Feed at the Carlton if you want to get an excellent Meal. _____
On and after 1st February next, we are prepared to cater Breakfast

Lunch and Dinner for \$45/- per month.

Outdoor catering a speciality.

For further particulars, apply

Hongkong, 30th January, 1909.

MANAGER.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under new Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Food, Electric Light throughout. Terms moderate. First Class accommodation.

Under Personal Supervision of
L. GAMEAU, N. BEUMENTHAL
 President Manager

Telephone No. _____ **Federal Aid**

Mails.

NORDDEUTSCHER LLOYD, THE YOKOHAMA DOCK CO., LTD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN.....	"BORNEO" Capt. F. Sembill	SATURDAY, 3rd April, 9 A.M.
YOKOHAMA and KOBE.....	"PRINZ SIGISMUND" Capt. D. Lenz	SATURDAY, 3rd April, 1 P.M.
NAPLES, GENOA, ALGIERS, GIBRALFAR, SOUTHAMPTON, ANTWERP and BREMEN.....	"PRINZ LUDWIG" Capt. F. v. Biezert	WEDNESDAY, 7th April, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.....	"BULW" Capt. H. Formes	About WEDNESDAY, 7th April.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE.....	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 23rd April, 10 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 1st April, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	TONKIN.....	Charbonnel	12th April, P.M.
SHANGHAI, KOBE, YOKOHAMA	OCEANIE.....	Magned	16th April, P.M.
MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	27th April, at 1 P.M.

Shipment on the **Gez** Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from **£27.10** up to **£71.10**. 20 hours' railway from Marseilles to London.

Transshipment on the Suez Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 30th March, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 7 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton (opposite Shamoon).

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents

BARRETT & CO., Hongkong.

Hongkong, 9th October, 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 8 hours.

KSE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 25 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 13rd, 1905.

DON'T BUY

ELSEWHERE BEFORE YOU CALL AT

FRENCH STORE

(Opposite ASTOR HOUSE).

NOW SHOWING

A Large and Fancy Assortment of

The Best FRENCH TOYS, DOLLS,

TOY SMITH'S TRACKERS,

CABURRY'S CHOCOLATE,

PERNOT BISCUITS.

&c., &c., &c.

Hongkong, 21st November, 1908.

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Intimations.

Powell's

are now showing
special cretonne and
curtain designs for
the spring season

CURTAIN

Madras Muslins in white
or Eoru with plain,
Fruited or Fancy
Bordered Edges
from 80 cts.
per yard

AND

Plain and Figured
Harness and Book
Muslins in White
and Eoru

Brise Bise
Blinds and Screens

CRETONNE

Very special Plain Book
Mushin Curtains,
Fruited, 3 sides, in
White only 3 1/2
yards long
\$5.75 per pr.
4 yards long
\$7.50 per
pair

SHOW

New patterns in Lace
Curtains from \$5.00
per pair 4 yards long

SEE

Latest white ground
and floral designs in
washing Cretonne
for loose covers
and curtains

WINDOWS

POWELL'S

ALEXANDRA
BUILDINGS,

and

28, Queen's Road.

Intimations.

THE DAIRY FARM CO., LD.

WE are Specializing in a Line of
BACON and HAM.

EXCEPTIONAL QUALITY.

Only 60 cents a lb.

CUT OR UNCUT.

Hongkong, 27th March, 1909. [59]

THE DAIRY FARM CO., LD.

BUTTER.

"BUTTERCUP" Brand 73 cents per lb.

"DAIRYMAID" " 75 " "

"DAISY" " 80 " "

ALSO

FINE PASTRY BUTTER 60 " "

BEST COOKING BUTTER 40 " "

On and after 1st April, we will
make no extra charge for cash
purchases in small money.

Hongkong, 27th March, 1909. [547]

THE CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 19th March, 1909. [54]

Consignees.

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRANI"

Captain M. Macfarlane, having arrived from the
above Port, Consignees of Cargo are hereby
informed that their Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees'
risk and expense.

All claims must be presented within fifteen
days of the steamer's arrival here, after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 5th April will be subject
to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 30th March, 1909. [538]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER"

FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 7th inst. will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
14th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 7th inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 1st April, 1909. [514]

FROM EUROPE.

THE H. A. L. Steamship

"BELGRAVIA"

Captain Hildebrandt, having arrived, Consig-
nees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
by the Undersigned and to take immediate
delivery of their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed at consignees' risk into the Godowns
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, and stored at Consignees' risk
and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 6th inst. will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th inst., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE.
Hongkong Office.
Hongkong, 29th March, 1909. [509]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GORDEN"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, at Kowloon, and West Point
Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 1st of April, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 1st of April, at 9.15 A.M.

All Claims must reach us before the 4th of
April, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
General Agents.
Hongkong, 26th March, 1909. [5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"NUBIA"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ, COLOMBO
AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 2nd April, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No claims will be admitted after the goods
have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 26th March, 1909. [4]

S.S. "ERNEST SIMONS"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
S.S. *Mutigen*, from Havre ex S.S.
Metaphor, and from Bordeaux ex S.S. *V. de
Lorient*, in connection with above Steamer
are hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables
are being landed and stored at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
whence delivery may be obtained immediately
after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 11 A.M. TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after MONDAY, the 5th April, at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 5th April, or they will not be recognized.

All damaged packages will be examined on
MONDAY, the 5th April, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.
Hongkong, 29th March, 1909. [9]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DEVANHA"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

"This vessel brings on Cargo—
From London, &c., ex S.S. *Marmora*.
From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co's Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 7th April, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 31st March, 1909. [4]

FOR SALE.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.50 per Cask
or Factory.

In Bags of 50 lbs. net \$3.45 per Bag
or Factory.

SHEWAN TOMES & Co.
General Managers.
Hongkong, 1st April, 1909. [5]

THE BOMBAY MEDICAL
CONGRESS.

BERBERI AND LEPROSY.

From an account of the day-by-day proceed-
ings at the Bombay Medical Congress we
quote references to two papers, one by Dr.
Leonard Braddon, of Negri Sembilan, on Ber-
beri, and the other a paper by Professor
Deycke, read by Capt. Beauchamp Williams,
Residency Surgeon, Persian Gulf, on the Nas-
tille treatment of leprosy.

The third Session debated the two important
subjects of ber-beri and leprosy. Its proceed-
ings were opened with the reading of a paper
sent by Dr. Leonard Braddon. In it he said—
"The cause of ber-beri is an 'intoxication,'
which may be of every grade of destructiveness,
from the imperceptible to the severest, the
result of a peculiar and probably specific poison,
contained so far as is at present known only in
rice, or the products of its digestion, when con-
sumed in a certain state, namely when it has
been exposed for some time, subsequent to de-
corication, so as to become stale."

Mr. Braddon claims to have been the first
fully to prove this evidence of the origin of
ber-beri. But so far attempts to isolate from
stale rice its toxic principle have failed. It
cannot be told therefore whether the disease,
its effect, is the result of a dilute poison more
or less generally spread throughout all the
grains consumed, or something occurring in
fewer grains, in inferior form.

The paper went on to describe the symp-
toms of the disease for which Mr. Braddon
says there is no specific cure. The treat-
ment is entirely symptomatic. There is, how-
ever, a drug "atropine," which very nearly
deserves the title of specific cure. He explained
at some length the effects, which this drug
has. In conclusion, he said—"The preven-
tion, the prophylaxis of ber-beri, is the avoid-
ance of stale uncooked rice. In countries where
rice is grown in sufficient quantity no stale rice
need ever be used. It can be made fresh from
the paddy, the raw grain and so eaten day by
day. Paddy, if stored properly, being kept dry,
remains unchanged for an indefinite period,
and so far as is known rice eaten when newly
made from it is never noxious, however long it
may have been stored undisturbed of its husk.
Where imported rice must be used, only that
should be used which has been prepared by the
method derived originally from Bengal
which has been described as 'curing.' Cured
rice according to abundant and impeccable
evidence never produces ber-beri, however
much of it be eaten, however old, stale, broken
and even decomposed it may be."

A discussion followed on this paper in which
Colonel McGill said there has been an out-
break among British soldiers in Poona when
there was no question of rice eating. In some
cases the disease was undoubtedly caused by
inferior *khudra* and *khudra* was *khudra* and
gelled upon experiments regarding ber-beri at
Mandla for twelve months. He suggested that
the disease was due to some microbe organism.
It must be some organism that would stand
boiling because every rice was boiled before it
was eaten and they had discovered a series of
organism which would stand that test. Possibly
they might find an organism which would
cause the disease. Dr. Powell offered an hypo-
thesis entirely opposed to Professor Musgrave's,
namely that the disease was due to infection
and not to an organism. If there were an or-
ganism they might expect a period of incuba-
tion, but there was no such period in ber-beri.

THE NASITILE TREATMENT.
In Section III also a number of papers were
read on the treatment of leprosy by X-Rays
and by the method known as the Nasitile treat-
ment. This latter treatment was described by
Captain Beauchamp Williams, Residency
Surgeon in the Persian Gulf, who read a paper
by Professor Deycke. The method by which
Professor Deycke isolated the neutral fat, which
he has called Nasitile, was fully described in the
paper, and the result of his researches may be
summed up, he says, in the following sentence:
—Benzoyl-Nasitile is an agent which directly
acts on leprosy bacilli. This sentence expresses
—in comparison with other therapeutic efforts—
the advantages and progress of the Nasitile
treatment of leprosy; on the other hand, how-
ever, it clearly points out the limitations of the
treatment.

He believes that this treatment of leprosy, if
resorted to, without exaggerated expectations,
will have satisfactory results. It will be pos-
sible, he thinks, to arrest the leprosy process
and, in many cases, there will be obtained a
distinct improvement and, unmistakable retro-
gression of the leprosy symptoms. Captain
Williams described in detail some cases which
he had treated himself by this method; and the
subject was also dealt with by Major Jackson,
Captain Smith, Captain Bissitt, and Dr. Rod-
rigues. Dr. Turkhud, late Medical Officer at
the Matunga Asylum, described some cases
which had been selected for treatment there by
X-Rays. Out of the 32 cases which had been
originally selected for treatment there 4 died
of intercurrent diseases, 4 left treatment, 7
showed slight improvement, 7 marked im-
provement, 5 considerable improvement, and
5 no improvement.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.50 per Cask
or Factory.

In Bags of 50 lbs. net \$3.45 per Bag
or Factory.

SHEWAN TOMES & Co.
General Managers.
Hongkong, 1st April, 1909. [5]

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drome-France).

SAINT-RAPHAEL & Co., Hongkong.

CHINESE IMPERIAL GOVERNMENT

7% SILVER LOAN OF 1886, E.

45TH HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS of
this LOAN will be PAYABLE at the
Offices of the CORPORATION on and after the
31st March, 1909.

LIST OF DRAWN BONDS can be obtained
on application to the Undersigned.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
Agents issuing the Loan,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st March, 1909. [509]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS ON

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, &c., in connection with above.

SHEWAN, TOMES & Co.
Agents.

Hongkong, 31st July, 1907. [15]

HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after this
date, the selling price of Ice, will be
reduced to HALF A CENT per pound.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
HONGKONG ICE COMPANY, LIMITED.
Hongkong, 11th March, 1909. [252]

NOTICE

MR. LI HON FAN, a Chinese graduate
versed in literature, has been a teacher
to European officials and merchants in this
Colony for over ten years.

He has a good method of training Euro-
peans to pass in the Chinese examination, and
is possessed of a first rate certificate as a
Chinese teacher.

Those who intend learning the Chinese
language are requested to write care of
Hongkong-Telegraph office or direct to 37,
Hollywood Road, 2nd floor.

Hongkong, 27th February, 1909. [219]

PABST BREWING COMPANY,

MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907. [15]

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Telegraph* (daily and weekly issues) will be as
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GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

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DISINFECTANT AND
GERMICIDEPrice per Pint 50 cents
" " Gallon \$2.00A. S. WATSON & CO.,
LIMITED.

KOWLOON DISPENSARY:

Hongkong, 17th March, 1909.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.

Only business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTH.

On March 26, 1909, at Shanghai, the wife of P. J. DOYLE, of a son.

MARRIAGES.

On March 27, 1909, at Shanghai, FREDERICK R. MANN, J. M. C. O., Hawkes, eldest son of Frederick T. B. Mann, of Australia, to MAGDOLINE, eldest daughter of Mrs. K. M. Deller, of Shanghai.

On March 27, 1909, at Shanghai, CHARLES MANNERS MANNERS, second son of the late W. MANNERS MANNERS, of Ilkerton, Derbyshire, England, to BERTHA, second daughter of J. Lee Thompson, Esq., of Kobe, Japan.

DEATH.

On March 26, 1909, at Hangchow, aged eighty-one, ADELAIDE SARAH, the beloved wife of George Evans Moulle, B.D., sometime Bishop of the Church of England in Mid-China.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 2, 1909.

THE DELIMITATION OF MACAO.

It would appear from the report of the mass meeting organized by the Self-Government Society held at Canton on Wednesday last, that General Machado will have a rather knotty problem to solve when he arrives here, early next month as the Portuguese Commissioner for the delimitation of the boundaries of Macao. It was only the other day that we published a telegram from Singapore reporting the progress of the agitation by the Cantonese to secure for China the emphatic support of its subjects in the attitude which she is to assume towards Portugal in this long-standing and vexed

question. The news comes from Peking to-day that the ministers of the Chinese Foreign Office have been busy for some days past looking up the archives for all ancient documents and treaties relating to the Portuguese settlement on the outskirts of Southern China. This display of activity on the part of the Ministry of Foreign Affairs is not to be wondered at when it is recalled that only the other day did His Imperial Highness the Prince Regent, instruct, by telegram, Viceroy Chang Jen-chun of Canton to have everything in trim preparatory to the commencement of the business of the Delimitation Commission upon the arrival of General Machado in Hongkong. It has been hinted that the recent visit to Lisbon of the Chinese Minister accredited to France had for its object the settlement of the contentious points affecting the Macao Boundary question. Report has it also, that that visit had resulted practically in a settlement of the existing differences and that the meeting of the Portuguese and Chinese Special Envoys at Hongkong will be more or less of a purely formal character by reducing into writing the understanding already reached between representatives of both countries in Lisbon. This report can, however, have but little foundation in substance. The vigorous agitation on the part of the people in South China and the unusual activity displayed by the higher authorities in Peking lead to the belief that if an *entente* is to be arrived at, it can only be reached after negotiations between the two Commissioners who are about to arrive in Hongkong. In the meantime, the Self-Government Society in Canton, which was called into being after the *Tatsu Maru* incident in February of last year, is pursuing its anti-Portuguese propaganda with the wonted vigour, which has marked its proceedings ever since it proclaimed its undisguised and well-defined policy of "China for the Chinese." The resolutions adopted at the mass meeting in Canton on the 31st ultimo after considerable discussion and several speeches by members who spoke with some authority on the history of the Portuguese settlement in Macao, bear the impress of a determination on the part of the Society to bring as much pressure as it is capable of gathering to bear on the Imperial Government of China in order to whittle down Portugal's claims to the irreducible minimum. Briefly put, the main resolutions were three in number. They are:—(1) The abrogation by China of the Sino-Portuguese Treaty; (2) the retrocession of Macao to China; or, in the alternative, of 1% 500 in recognition of China's suzerainty over the land; (3) failure on the part of Portugal to comply with the foregoing terms, a resort by China to extreme measures to secure His Most Faithful Majesty's Government's compliance therewith. That a substance of the above resolutions has been transmitted by telegram to the Central Government at Peking goes without saying. It remains to be seen to what extent the authorities at the Capital will be influenced by the deliberations of the agitators in Canton. The demand, urged for, in the first of the three resolutions, if complied with, would be tantamount to a rupture between the Governments of China and Portugal. Up to the present, nothing has transpired which can lead to the assumption that the boundary differences are insusceptible of adjustment by proper diplomatic negotiations. It can hardly be supposed that the Government in Lisbon will consent to the re-payment of the ground rent, thus reducing Macao's position to that of a tributary state to China. The late Governor Amaral paid the price of his life to secure the recognition of Portuguese sovereignty over the Colony of Macao. The third resolution may be dismissed as entirely superfluous. With Commissioners of the experience and ability of General Machado and H.E. Ko Yu Him, it can be assumed with a tolerable degree of certainty that all differences are capable of settlement without the arbitrament of force. It is to be hoped that the cordial relations which had existed between the two Governments for over three centuries may be continued unimpaired as a result of the meeting of the two Envoys which is about to take place in Hongkong.

LOCAL AND GENERAL.

The French mail of the 2nd March was delivered in London on the 1st inst.

The new Philharmonic Concert has been fixed for Friday, April 23rd, at 9.15 p.m., in the City Hall.

SPEAKER CANNON, in a public speech, praised President Taft as one of the greatest Americans.

THE Philippine Commission will probably refuse to pass the resolution taken in the Philippine Assembly against reciprocal free trade with America.

THE Ministry of War has issued commands to all frontier provinces urging them to raise armies with all possible speed, so as to complete their formation before the Navy is re-organized.

A FOREIGN Minister in Peking is said to have proposed to the Powers that each should return a portion of the Boxer indemnity to China, to provide funds for the re-organization of the Chinese Navy. (46)

Delimitation of Macao.

MASS MEETING AT CANTON.

ADOPTION OF INFLAMMATORY RESOLUTIONS.
(From Our Own Correspondent.)

Canton, 1st April.

Yesterday, a public mass meeting in connection with the questions of the delimitation of Macao and that of the alleged occupation of the Tai Tung Sha Island in Welchow by a number of Japanese, was held by the Canton Self-Government Society, and there was present an exceptionally large number of people. Mr. Chao Chung Kwei, representative of Beungshan, and Mr. Chow Hung Pak, representative of Welchow, were elected Chairmen. After considerable discussion the following resolutions were passed:—

(1) With regard to Macao:—(i) Whereas the Portuguese have on several occasions violated the articles of the Sino-Portuguese Treaty of the 13th year of Kuang Hsu, a joint memorial be therefore submitted to the Central Government to urge the cancellation of that Treaty.

(2) The Central Government be requested to take steps to have Macao restored to China, and should this be not successful, modification should be made in the lease of Macao and the original rental of 500 taels be increased to whatever amount that the special Envoy Ko Yu Him deems proper.

(3) If the Portuguese Government is not satisfied with the above suggestions, as a final step, action (meaning ultimatum) will be taken to deal with the Portuguese.

With regard to the Tai Tung Sha Island (1) the Chinese people at home and abroad should be well informed with the existing state of affairs asking them for joint assistance. (2) The Government should be requested to give adequate protection to the Chinese fishing junks as well as Chinese properties.

HONGKONG VOLUNTEER RE-SERVE ASSOCIATION.

The Douglas Cup will be shot for to-morrow and Sunday commencing at 2 p.m. and 10 a.m., respectively.

Members are informed that as there are 6 more shots required to complete this Competition and as the conditions require only 6 best shots, there is still an opportunity for every member to win the cup.

THE Waiwupu intends to recommend the appointment of H.E. Lu Tseng-hsiang, Minister to the Netherlands, as Chinese Delegate to the Hague Peace Conference.

THE Waiwupu has decided to convert the Bureau of Foreign Affairs in the provinces into Offices for Commissioners of Foreign Affairs, and permission from the Throne will soon be obtained to institute the change.

Philippine Commission, has been appointed as Special Commissioner to Liberia to investigate the conditions of that country which are a cause of anxiety to the Powers.

On the night of the 5th ultimo, says a Shanghai vernacular contemporary, the authorities in Singapore arrested a revolutionary leader named Yu Lieh, and it has been decided to extradite him and about a dozen other Chinese revolutionists and robbers.

THE U. S. Minister in Peking has requested the Waiwupu to telegraph to the authorities in Hupoh to release an alleged revolutionary prisoner, Liu Chia-yin, who is a member of some American mission. The Board informed the Minister that Liu was a revolutionist, and the President called on the Minister to discuss the matter with him.

WHILE the reorganization of the Imperial Navy is occupying the attention of the Government, numerous foreign merchants are submitting to the Navy Commissioners models of men-of-war with a few to obtaining orders for their shipbuilders. It is stated that Prince Su and President T'ieh Liang have given preference to a model presented by a German shipbuilding yard.

OUR Canton correspondent writes under yesterday's date:—A number of bandits in the prefecture of Linchow are at present very active and have committed the grossest atrocities in the locality. The Government troops, being too few in numbers to effectually suppress the lawless subjects the Linchow officials yesterday wired to Canton asking for a reinforcement of troops to be sent there with all haste for quelling the brigands.

In the Police Court yesterday afternoon, William Nuttall, formerly employed at the General Post Office, was found guilty of fraudulently removing postage stamps from a number of parcels and sentenced to three months' hard labour. Mr. P. W. Goldring, who appeared for the defendant, asked Mr. Justice to consider the First Offenders' Ordinance, but Mr. P. B. L. Bowley, Crown Solicitor, objected to this owing to the serious nature of the offence, but asked His Worship to reduce the punishment, the presiding magistrate mitigating the sentence from six months to half that period as above stated.

In the Court of Summary Jurisdiction this morning, Mr. Justice Gompertz, Puisne Judge, delivered judgment for \$109.5 in favour of the plaintiffs in the case in which the Foo Kat Cheung firm brought an action against Messrs. Schuldt & Co. to recover the sum of \$356.34 paid by plaintiffs in respect of a certain contract which the defendant firm failed to carry out. The claim was for the price of twenty cases of sardines which the defendants failed to deliver. Judgment was also delivered in favour of the Yee Chong Lung firm in the suit brought by them against the Lai Chun firm to recover the sum of \$744.70 being the price of 1,000 embossed paper photographs manufactured with the defendant name engraved thereon. Judgment was entered for \$185.00.

A UNIVERSITY FOR CHINA.

LORD WILLIAM CECIL'S SCHEME.

The Rev. Lord William Cecil and Lady Florence Cecil, who are at present in our midst, are not strangers to Shanghai. They came out to China at the time of the Centenary Missionary Conference in 1907, and on behalf of the China Emergency Committee made a thorough investigation of missionary work on the spot. The results of their mission were embodied in a series of articles contributed by Lord Cecil to *The Times*. It is gratifying to know that Lord William's interest in mission and educational work in China by no means ended when he returned to England. Though he modestly disclaims the credit for the University scheme which is the object of his present trip, there can be no doubt that he has been largely responsible for bringing the matter to a stage that justified another visit to China. Some misunderstanding having arisen at Peking concerning the proposed University, those who had interested themselves in the matter at home deputed Lord William Cecil to come out to China and ascertain on the spot what would be the prospects of a University on the lines suggested, where it should be located, and what measure of support might be expected from the missionary schools and colleges that are already in the field.

We are able, by the courtesy of the Rev. Lord William Cecil, to publish the broad outlines of the scheme which has brought him to China. At the same time, we are asked to point out that the scheme is of a tentative nature, that as the result of his inquiries it may be modified, or even completely altered, and that if sufficient support is not forthcoming it may be abandoned altogether. It is in no sense whatever the wish of the scholars who have interested themselves in the matter to foil upon China an educational centre that will not be welcomed, or is not suited to local conditions; and therefore, though great care has been taken in elaborating the basis upon which the proposed University should be founded, there is nothing like finality in the draft scheme that is being submitted to the missionaries and officials interested.

THE DRAFT SCHEME.

For the past ten months a Joint Committee of Oxford and Cambridge Tutors and Lecturers, assisted by Sir Ernest Satow, the Rev. Lord William Cecil, and the Rev. J. H. Riddell, has been making a thorough investigation of China's educational needs. Among those consulted on the matter have been Bishops Scott, Fooks, Cagels, Graves, Price and Coles; Drs. J. C. Gibson, Lavinton, Hart, Cochran, H. Hodgkin, and Harlan P. Busch; the Rev. Arnold Foster, Sir Robert Hart, and Mr. J. R. Mott. China's awakening to Western ideas drew attention to two important features of the present situation: the immense and growing demand for advanced University education; Universities which were at present almost entirely a strongly materialistic bias which tends to sweep away old religious beliefs, and with them all old sanctions of morality, without replacing them by any other code of ethics. In the University of Tokio there are some 7,000 Chinese students, and "Western" schools and universities, the efficiency of which leaves much to be desired, are being founded all over China. China's ruling class being an aristocracy of education and not of birth, the future of the nation depends upon her Universities to an extent unknown elsewhere.

The Committee referred to above, after careful deliberation, arrived at the conclusion that China's greatest need at the present day is a really efficient University, which would set a high standard of educational efficiency and moral tone, and at the same time might be regarded as a model for native Universities.

It is suggested that this University should be organized upon similar lines to Oxford and Cambridge, and should consist of a central body of professors and a number of colleges and hostels each supported by missionary bodies of various denominations, in which the students would be under some kind of moral discipline. In these hostels or colleges, religious instruction on the lines approved of by the society or denomination that supported them, would be given. It is hoped that by this means many of the existing Christian colleges might be federated into the central University.

It is suggested that the professors and teachers of the University should not be required to subscribe to any definite formulae of Christian belief, on the other hand they will be required to be men of strong Christian principles, and in keen sympathy with missionary ideals. This is necessary to overcome the instinctive antipathy of rice and for the establishment and maintenance of that intimate personal contact between teacher and student outside the class-rooms which is so vital to the success of the present scheme.

Into details of salaries and quarters it is unnecessary to enter. It is only to be said that it is proposed that the Professors, who will be appointed by a special Nominating Board, shall be provided with quarters and paid salaries ranging from £150 to £400 per annum. At the outset the staff would consist of European or American Professors, but later some of the Professors would be Chinese—Christians and men of known ability.

The subjects taught from the outset would include Natural Science, Engineering, Political Philosophy and Economy, International Law, Modern History, Mathematics, and Moral Philosophy; for the teaching of which a thorough knowledge of Confucian literature would be essential. Non-Christian students would be admitted to the University lecture on an equal footing with Christians.

The site of the University and the relations between it and existing colleges are matters on which the Committee hesitates to express an opinion until Lord William Cecil's return from China.

As the first necessity of a University on the lines proposed is an efficient and qualified staff, the first practical step suggested is the

raising of a fund to send out six or eight, or if possible, ten men of the requisite ability and energy to work in co-operation with some of the larger and more efficient existing Missionary Colleges for a period of three years, in order to acquire a knowledge of the language. At the end of three years these ten men, with the addition of two or three more, and under the leadership of a senior man of longer experience of the country, with the co-operation of the staffs of existing colleges would form the teaching staff of the University.

It is anticipated that £10,000 would give the University a fair start in the way of buildings and plant, and, allowing for unforeseen expenses, it has been estimated that the original capital outlay on the University need not exceed £50,000, while an annual income or endowment of £5,000 would probably suffice when once the University has started. General expenses would be covered by students' fees, and the University, once founded, would be largely self-governing within the lines of a carefully drawn Constitution and Trust Deeds.

Lord William Cecil has already visited Hangchow, Nanking, Peking, and Tientsin, as well as other places in North China and Manchuria. Before returning to England he will travel up the Yangtze as far as Ichang. It is noteworthy that, although the proposed University is to be under foreign management, and is to be essentially a Christian institution, all the Chinese officials with whom Lord Cecil has come into contact have expressed their warm sympathy with, and hearty approval of the scheme.—N. C. D. News.

CATTLE-TRADE WITH THE PHILIPPINES.

After spending a week in Shanghai with a view to purchasing three hundred head of work-cattle for the Philippines Government, Dr. David McKibbin, Jr., veterinary surgeon, left on Saturday for Cebu in order to ascertain if more favourable conditions for the shipping of cattle prevail in the northern port, reports the *Shanghai Times*. His quest here, he stated, just prior to his departure, proved unsuccessful owing to the scarcity of cattle and the fact that prices ranged a trifle higher than those which are reported at other coast cities.

"The cattle trade of the Far East," especially in the Philippines, is undergoing a complete revolution," said Dr. McKibbin in explanation of his being sent here by the Bureau of Agriculture in Manila. "It has reached a stage among the Southern Islands when the natives no longer have enough livestock with which to till their fields. Rinderpest, anthrax, and foot-and-mouth disease have wrought great havoc, carrying off larger numbers of animals until it became necessary to scour the China cattle-market to fill the deficiency created in the islands."

"The kind of cattle of which I am in search, is a good, stocky breed weighing about 500 pounds per head. They must be free from disease. They are needed for the Government's army laborers, and to combat the diseases which prevail among our cattle."

Dr. McKibbin before coming to Shanghai stopped at Hongkong and stated that he met with the same failure there owing to the cattle at the latter port being affected more or less with rinderpest and foot-and-mouth diseases. In spite of this, however, Hongkong cattle dealers were shipping approximately 1,000 cattle monthly to the Philippines, for slaughtering purposes. These cattle, upon arrival in Manila, are carefully inspected by Government officers, and should any prove suitable for work purposes they were immediately segregated and shipped to the provinces after passing a rigid quarantine.

One of the principal reasons given by Dr. McKibbin for his being sent to Northern China for cattle is that S'ing, which has for a long time been the source whence work-cattle for the Philippines have been procured, has lately been closed by a decree of the French authorities. They feared that if some drastic measure was not taken to prohibit the exporting of cattle, *Anthon* would soon find itself in a position similar to that of the Philippines, the high prices being offered for cattle causing the natives in many instances to sell livestock much to the detriment of their own interests.

Since comes the scouting of Shanghai and the North ports of China for work-cattle to ship to the Philippines. "Some years ago similar conditions of affair prevailed here," continued Dr. McKibbin "and as shipload after shipload of cattle left Shanghai for Manila, much to the detriment of local Chinese farmers, an Imperial decree was put in force prohibiting the export of more than 1,600 head per annum from Shanghai." Though this decree would scarcely interfere with the Philippines Government veterinarians from shipping the 300 head which he desired for serum purposes, he found it impossible to secure the number without scouring the surrounding country.

But a limited number of cattle are butchered in Shanghai daily, he found, and the local supply, brought to town by the coolies, one, two, and three head at a time, just about equals the demand. By this method the local price of cattle from seven and a half to eight cents per pound, is kept somewhat higher than at other ports, bringing the cost of a 900 pound animal to approximately 70 dollars, about 50 dollars higher than similar cattle at other places.

Should Dr. McKibbin succeed in securing 300 head of suitable cattle in Cebu, it is his intention to charter a steamer to carry the entire consignment to Manila. If unsuccessful it is his intention to continue his journey farther north, possibly into Manchuria. Upon his return to the Philippines he is to render a report regarding conditions of the cattle markets at the various ports visited, and all indications point to the probability that he will scarcely recommend Shanghai as a favorable locality for the purchase of work-cattle along whole sale lines.

The Grand Council is investigating the regulations for foreign countries with a view to abolishing the church service in the Palace.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

WAIWUPU BUSY.

(By courtesy of the "Shuang Po.")

Peking, 1st April.

The Waiwupu has been engaged for days looking up ancient archives for all records of negotiations conducted with Portugal regarding Macao.

MINISTRY OF FINANCE.

EMBARRASSED FOR WANT OF FUNDS.

(By courtesy of the "Shuang Po.")

Peking, 1st April.

The Ministry of Finance is rather embarrassed for want of funds. The deficiency is estimated at five million taels.

LOTTERIES.

PROPOSED ABOLITION.

(By courtesy of the "Shuang Po.")

Peking, 1st March.

The Grand Council proposes to prohibit the sale of lottery tickets in China.

The authorities of Hupoh Province have, however, applied for the prohibition to be held in abeyance, owing to the prospective loss of the opium revenue.

CANTON-HANKOW RAILWAY.

THE LOAN AGREEMENT.

(By courtesy of the "Shuang Po.")

Peking, 1st April.

Sir John Jordan, the British Minister in Peking, has strenuously opposed the loan obtained from the German Bank for the construction of the Canton-Hankow Railway, on the ground that it is in contravention of the terms of the Kwang-Chow Loan Agreement.

FORTIFICATIONS.

OBSOLETE ONES TO BE DISMANTLED.

(By courtesy of the "Shuang Po.")

Peking, 1st April.

The Ministry of War has decided to demolish all obsolete fortifications.

Those in favourable strategic positions will be put under repair.

DUTIES ON CIGARS.

FOREIGN MINISTERS' OPPOSITION.

(By courtesy of the "Shuang Po.")

Peking, 1st April.

The Foreign Ministers are opposed to the increase of duty on cigarettes.

CHINA AND JAPAN.

THE PROPOSED CHINO-JAPANESE ARBITRATION.

Tokio, March 28.

Mr. Ijima, Japanese Minister at Peking, has announced to the Waiwupu that Japan is not inclined to refer to arbitration the questions of dispute between Japan and China. Mr. Ijima explained that he saw no reason to resort to such a course.

Japanese papers believe that there is ample scope for amicable settlement by continuation of the negotiations and they express the hope that China will first exhaust diplomatic means. A telegram from Washington states that America is not inclined to take any part in the dispute.—N. C. D. News.

G. J. MERCHANT ACQUITTED.

ALLEGED FALSE IMPRISONMENT.

The *Manila Times* of the 27th ult., says:

G. J. Merchant, the Parsee extradited from Hongkong to answer to a charge of extortion preferred against him by Mrs. Angela Carrillo, was acquitted yesterday after trial by Judge Crossfield and his jury in the Hongkong court. The court decided that the Jewellery belonging to the complaining witness was properly held by the accused as security for debt, that the accused had a right to pawn it, and that there had been no crime. Judge Crossfield, however, gave the complaining witness judgment for P120 against the accused, ordered that the pawn tickets in the case be returned to the complaining witness and directed the police to return the Jewellery to the pawnshop which had advanced Merchant P500 on it. One of the strongest showings made by the accused was that before leaving Manila for Hongkong, he sent a registered letter to Mrs. Carrillo informing her of his intention to go away, and pawning and selling her where he was going.

There were many conflicts in the testimony but the court held that the complaining witness was, as a result of several business transactions, indebted to the accused, and that the Jewellery was given to him as security for the debt. Merchant will send a civil suit against Carrillo for alleged false imprisonment and damages. Merchant was represented and defended by Attorney J. Conroy Allen.

THE SUGAR INDUSTRY OF SOUTH FORMOSA.

AN INTERESTING STORY OF METHODS OF DEVELOPMENT.

The following report on the Sugar Industry of South Formosa for the year 1908 has been made by Mr. A. E. Wileman, British Consul at Tainan, and is published by the Board of Trade.

POSITION OF SUGAR INDUSTRY PREVIOUS TO JAPANESE OCCUPATION.

In order to understand the present position of the Formosan sugar industry it will be necessary to review the conditions under which it was worked previous to the cession of the island to the Japanese in 1895, when it was under Chinese rule, and then after the occupation of the island by the Japanese.

Since the sixties the quantity of sugar produced in Formosa never exceeded 1,000,000 piculs (about 58,824 tons), but very nearly reached that figure once. At the time the island was ceded to Japan the total quantity exported to China and Japan averaged about 500,000 piculs (about 29,412 tons), upon which there was an export duty of 10c. per picul, and the prices for sugar delivered (in foreign) godowns ranged from \$3.10 to \$3.10 (Mex.) per picul in normal years, while during the French blockade in 1884 it fell as low as \$1.70 per picul.

The cane grown was a degenerated Bourbon, known as Tekhia (bamboo cane), and the average yield per acre of ground planted was about 8 tons of cane. A red cane and a Lab cane (belonging to the Lahaia family) were also grown and yielded better results, but the former was principally sold for domestic use, and was not crushed, while the Lab cane, although used mostly for manufacturing sugar, was considered to give a poorer sugar content and inferior coloured sugar. The Tekhia has a great advantage over both the red and the Lab cane, it grows on any ground and can stand any amount of neglect, therefore from the farmers' point of view it gave a more certain income.

The mills used were all stone mills, driven by buffaloes, and gave a juice extraction on the cane of under 45 per cent., while the sugar yield on the weight of the cane was about 6 to 8 per cent., and depended on the quality of the cane, whether red or Tekhia.

The cost of the manufacture of a picul of sugar was about \$1.50, but at the time the Japanese acquired the island it had increased to about \$1.40 per picul. The mills, however, were mostly worked on the co-operative system, the question of actual expense never entering the farmers' calculations, as the actual amount disbursed by them was very small, each farmer contributing in kind, such as, for instance, his carts to bring the cane to the mill, his buffalo to drive the mill in turn, and himself and his family to assist at the manufacture on the days when his cane were being crushed. He sold part of his sugar and retained part and generally had a little surplus baggage over to take home and keep as fuel for a week-day or well in case of need.

The yield per acre of land in actual money was about \$15, from which must be deducted, say, \$5 to \$7 per picul, representing the amount expended. It may be asked how could the farmers live, but it must be remembered that rice, which is the staple Chinese product, cost at that time only \$1.00 to \$1.50 per picul, and a day-labourer could be hired for about 1c. per day, which was considered sufficient to support both him and his family.

POSITION OF SUGAR INDUSTRY SUBSEQUENT TO JAPANESE OCCUPATION.

The Japanese acquired Formosa in 1895, but had to recede to the natives were unwilling to be handed over by the Chinese Government. This reconquest occupied them till about 1898, when they had more time to study the products of the island. It was found that the four principal articles exported were sugar, tea, camphor and rice, and that opium was the chief article imported. Steps were first taken with camphor and opium, both of which were made monopolies, then a law (Ordinance No. 5 of June 15, 1902) was promulgated for the study and encouragement of the sugar industry which is entitled "Regulations for the Encouragement of the Sugar Industry." In 1902 a temporary sugar bureau was also established for the supervision of the sugar industry, having its head office in Tainan.

Men were engaged who had studied in Germany and other men were sent out to study the sugar industry in other countries, with instructions to acquire all the information possible. An experimental station was established at Daimokko and new canes were introduced and tried. It was found that whilst Lahaia and striped Tanna canes grew to a good size, they required a large quantity of water for irrigation and also a good deal of care, but that Rose bamboo, while yielding just as well, did not require so much care and could stand more neglect.

From the above-mentioned regulations it will be seen that the Formosan Government gives assistance in various forms, both for planting and for mills.

SUBSIDIES AND BOUNTIES.

The liberality of the Sugar Bureau may be judged from the fact that in several instances sugar mills have either obtained a subsidy of 6 per cent. per annum on the paid-up capital for a period of five years, or have obtained assistance in the shape of a lump sum of 20 per cent. on the total value of the plant and factory.

HOW THE LAND WAS ACQUIRED.

The Taiwan Saito Kaisha (Taiwan Sugar Yarn Company, Limited), which owns the first modern mill ever erected in Formosa, was formed in 1900 with a capital of ¥1,000,000 and was granted a subsidy of 6 per cent. per annum on its paid-up capital for five years. This company found that at the Chinese time farmers would not sell their cane, it was

necessary to buy the land on which to grow it. The Government were accordingly obliged to intervene in order to effect the sale of the land required. Subsequently it was found necessary to invoke the assistance of the police in order to get the farmers to sell their cane and, while acknowledging that there was a good deal of injustice inflicted on the farmers it must be remembered that their failure to sell rendered such measures necessary.

One or two small Chinese-owned mills also were started practically under pressure from the authorities, but came to grief after one or two crops, owing to a similar difficulty in obtaining cane, and a want of knowledge of the handling of sugar machinery, which, hitherto, had been unknown in the island. The engineers supplied by the Sugar Bureau were also always at loggerheads with the owners, and a complete failure resulted.

Up to 1934, therefore, little, if anything, was done, the only mill showing any success being the Taiwan Saito Kaisha, which employed double crushing, and made centrifugal sugars, but this mill could only buy cane with the arbitrary assistance of the police.

THE CHINESE AND THE GOVERNMENT.

Although the terms offered by the Government in the "Regulations for the Encouragement of the Sugar Industry" were most liberal no one had sufficient courage to come forward, but the Chinese farmers cannot be blamed for this as it must be remembered that they have spent all their lives in Formosa, and had never seen machinery; moreover, as they were living from hand to mouth, and were poor, they could not afford to fill, and therefore could not afford to experiment.

But from the Government's point of view something had to be done, as their scheme so far had ended practically in failure for want of support from the farmers. No doubt the authorities put this down to obstinacy, whereas it was merely ignorance, combined with poverty. The introduction of new canes met with a little better success, but only a little.

When the Sugar Bureau found from their experiments that Rose bamboo would suit the soil and the conditions of the people better, they took steps to distribute their seedlings. A subsidy in money was offered for each acre of new cane planted, and a certain amount was also allowed for fertilisers, and in some cases fertilisers were bought and distributed in kind free of expense, whilst a certain sum was also granted for irrigation. No farmers, however, applied. A few herds of divisions were compelled by their semi-official position to support the Government by applying for some seedlings, and planting them. To their astonishment they came up, and actually gave better results. This would, in other countries, have created a demand for the new cane, but not so in Formosa. It must be remembered that the Formosan farmers were too poor to be able to take any risks and they preferred to wait. Gradually a few planted part of their fields, but the new seeds were taken up very slowly, and at the rate of progress then being made it might have taken 50 years for the industry to have assumed any proportions.

THE METHOD OF ESTABLISHING SUGAR MILLS.

In 1905 it was thought that drastic measures were necessary, and consequently "Regulations for the Control of Sugar Mills" were issued (Formosan Government notification No. 38 of June, 1905), which are said to have been adopted from a law in force in the Dutch East Indies (J. v. & Co.).

By these regulations any person wishing to erect a modern style sugar mill must first obtain the permission of the Director of the Sugar Bureau, and when that permission has been granted the Director fixes the district within which the mill is allowed to collect material, viz., sugar cane, for the use of the mill. When the limits of such a district are fixed or altered a notification is published in the official gazette of the Formosan Government to that effect.

COMPULSORY SELLING.

These regulations also provide that the farmers who occupy or cultivate land within any district allotted to a sugar mill, which has been approved of by the Sugar Bureau, must sell all their cane to that mill, and no other mill may be erected within this allotted district. This means, of course, that the sugar mill in any given district has a monopoly of the cane grown there by the farmers, who, moreover, are forbidden to sell their cane to any other district, or to use their cane for the manufacture of any other material except sugar. The penalty for selling or sending out cane to another district for the manufacture of any other material but sugar and for the erection of old style buffalo mills without permission is fixed at a maximum fine of ¥200. It must be remembered, however, that all the modern mills are obliged to purchase all the cane in their districts from the farmers at a reasonable price. What, however, affects the Chinese farmers more than anything is the fact that the new mill of the old style buffalo type may not be erected within the district allotted to any modern mill without the special permission of the Director of the Sugar Bureau, and as the policy of the Formosan Government is directed towards making Formosa into a second Java by a reformation of the methods of sugar manufacture, this permission is not easy to obtain as the buffalo mills are distinctly retrograde and antiquated and offer an obstruction to the progress in the production of sugar. In another five years they will probably have ceased to exist.

In certain cases sugar mills are allowed to lease an extensive area of land of the Government free of rent with a view to planting their own sugar cane, on condition that when the whole area becomes cultivated land, it shall be given to such mill without any pecuniary consideration. In such a case should a mill not commence work within three months from the date on which permission was first given, or if the work does not make the progress which was anticipated on commencing work, the land is liable to surrender and the mill to removal.

The farmers are not compelled to plant cane in the mill owner's district, and it therefore falls to the mill owner to see such means as he can for encouraging the farmers as will make it worth their while to plant. Of course the farmers look at the price paid for cane in relation to the price for other products they will cease planting cane and substitute other crops and the mill owner will be left with insufficient cane. It therefore is to the interests of the mill owner to pay a price for the cane which makes it more remunerative than other crops.

OPPOSITION OF FARMERS.

It must not be supposed that the new regulations were accepted calmly by the farmers. At the commencement there was a great deal of opposition, and usually the first year after a district had been allotted to a modern mill the quantity of cane planted showed a perceptible diminution, but as the farmers perceived that those who planted cane were getting a better return from their land than those who were planting other crops they would gradually return to the planting of cane. The rapidity with which this increase in the planting of cane takes place depends on the methods employed by the different mills and the way in which the farmers are treated, that is to say, whether the mills give the farmers a good price for their cane and advance them sufficient money to enable them to tide over the period during which the cane is growing.

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It is under the regulations of 1905 that such a large number of modern mills have sprung up during the past two years, until at the present time there are nine companies with a total paid-up capital of over £1,750,000.

ATTITUDE OF THE MILLS.

In some places it would appear that the regulations are doing the districts a great deal of good, as planting have not only re-assumed their original proportions but have actually quadrupled in only three years, and it would appear that it is not a question of the farmers not wishing to plant, but rather of the mill owner possessing the capital to provide for the enlargement of the plant to cope with the increased quantity of cane.

On the other hand, in certain of the districts, the rather short-sighted policy has been adopted of underpaying the farmers for their cane in the hope of obtaining an immediate large dividend, so as to artificially create an increase in the value of the shares, with the result that the quantity of cane within the district has, instead of increasing, decreased considerably, and as the mills are large and expensive and depreciation of machinery has to be provided for every year, this decrease in the planting will eventually cause the mills serious loss. It is, of course, well known that that mill pays best which produces the maximum quantity of cane in proportion to the capacity of its plant.

It has been suggested by some of the mill managers that it was an account of their conservative ideas that the farmers would not increase their plantings of cane, but on the contrary, rather decreased them, and therefore in order to increase the plantings it would be necessary to expropriate the farmers by arranging for their land to be sold to the various factories, but happily this policy has not been adopted by the Formosan Government.

COMMERCIAL.

YARN MARKET.

In their report dated 2nd instant, Messrs. Phiroosha B. Petit & Co. write:—Our last report was dated the 19th ult. The yarn market during the past fortnight has ruled rather weak and the period under review has been one of comparative inactivity. Prices have declined from fifty cents to one dollar per bale. The slackness is accounted by the absence of a number of Chinese dealers who have gone to the country to worship at the ancestral tombs as is their custom at this time of year.

Exchange has ruled quite steady and as there appear no indications of abnormal conditions prevailing in the interior prospects of an early revival in business, upon the return of the natives from the interior, are sufficiently reassuring.

No. 24.—Moderate business reported at a decline of \$1 to 1 per bale.

No. 16s.—Cheap rates induced some business.

No. 12s.—Not much in favour. Selected threads moved at a decline of \$1 to 1 per bale.

No. 14s.—Moderate business. Prices show a decline of \$1 to 1 per bale.

No. 8s.—Stock oil.

No. 6s.—Ruled steady.

Market closed steady.

Sales:—100 bales of No. 6s, 1350 bales of No. 10s, 350 bales of No. 12s, 300 bales of No. 16s, and 900 bales of No. 20s, in all about 3000 bales.

Arrivals:—Per steamers *Lohang, Divanah* and *Wakamiya Maru* of about 2,500 bales.

Unsold Stock:—About 16,000 bales.

Unchanged Stock:—About 11,000 bales.

Exchange:—We quote to-day as follows:—

India T. T. at Rs. 13 1/2 percent.

Demand " 13 1/2

London T. T. " Sh. 18 1/2d=

Demand " 18 1/2d=

Shanghai " Tls. 74 1/2=100.

Silver " 23 1/2d per oz.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon.

Although business is still restricted, a slighter feeling seems to have set in during the past few days and a good inquiry has existed for a number of stocks.

Banks.—Hongkong and Shanghai Banks have ruled easier during the week, and at the close there are sellers at the reduced rates of \$90. The London quotation is 286.

Marine Insurance.—There are buyers of North China at 110. Unloading have risen to \$8 1/2, at which rate sales have been effected.

Yankees have improved to 22 1/2, at which rate buyers prevail in the North. Cantoners are unchanged with buyers at \$16 1/2.

Fire Insurance.—China Fire have further advanced and buyers have been doing as low

To-day's Advertisement.

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"FRINZ SIGISMUND,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th of April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th of April, at 9.30 A.M.

All claims must reach us before the 13th of April, 1909, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 2nd April, 1909.

as \$105, but at this price they can be placed. Hongkong Fires have been sold at \$315.

Shipping.—China and Manilla have declined to \$105 closing with buyers. Douglases continue in favour and are wanted at \$105. Further sales of Hongkong, Canton and Macao Steamships have taken place, and at the close there are sellers at \$90. Indo-China, preferred and deferred, can be sold at \$40 and \$20, respectively.

Refineries.—China Sugars have changed hands at \$137, and more can be placed at the rate. Luzons are unaltered. Perak Sugars are reported sold in the North at 12 1/2.

Mining.—Chinese Engineers are firmer and can be placed in the North at 12 1/2. Rauba have been dealt in at \$8.

Docks Wharves, and Godowns.—Kowloon Wharves have ruled stronger and have been booked at \$50, at which rate buyers prevail. Whampoa Docks are also in some demand and sales have taken place at \$80 closing strong. Hoogkew Wharves have inquiries in the North at 11 1/2. Shanghai Docks have hardened to 11 1/2, at which price buyers prevail.

Lands, Hotels and Buildings.—Anglo-French Lands can be sold at 110. Humphreys Estates are steady at \$8 1/2. Hongkong Hotels have found buyers at \$8 1/2. Hongkong Lands have changed at \$100, and more can be placed. Sales of Shanghai Lands have been effected at the slightly increased rate of 118.

Canton Mills.—There are sellers of Hongkong Cottons at \$9. A further rise in Ewos has taken place, and there are sellers at 11 1/2. In the North. According to latest mail advices from the North, Internationals are quoted at 11 1/2, Lau Kung Mow at 11 1/2, and Soy Chees at 11 1/2.

Miscellaneous.—China Boracoe have again been done at \$12 1/2. Green Island Cement are slightly firmer and are in demand at \$5 1/2. Hongkong Electric have strengthened to \$10 1/2.

Hongkong Ice have further declined, and there are sellers at \$18. William Powells are in demand at \$14. In the North, Sumatras have been a firmer market with buyers at 11 1/2. The final dividend of 11s. 5p. share paid on the 26th March, while Langkats are wanted at the slightly reduced rate of 7s. 7 1/2.

Exchange.—The Bank's selling rate on London is 1/8 1/2 on demand. The T/T rate on Shanghai is 7 1/2.

Dividends Payable.—Green Cements.—Final of 50 cents for 1908, on the 3rd April. China Boracoe.—Dividend of \$1.20 per share for 1908, payable on the 5th April. Yangtze.—Final of \$12 for 1907 and interim of \$5 for 1908, making in all \$17 per share, payable in Shanghai on the 17th April.

Unions.—Final of \$17 for 1907, and interim of \$30 for 1908, making in all \$47 per share payable on the 31st April.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for forward Settlements:—

April Settlement 30th April.

May " 31st May.

June " 30th June.

July " 30th July.

August " 30th August.

September " 29th September.

CRICKET.

"B" TEAM V. TELEGRAPH.

The following have been selected to play for the "B" team to-morrow afternoon, on the Hongkong Cricket Club's ground, commencing at 2.15 p.m.:—H. Hancock, T. E. Pearce, A. A. Claxton, H. D. Sharplin, A. C. Leith, S. R. Logan, A. O. Lang, S. Moore, Comdr. F. O. Lewis, R.N., Comdr. F. H. Walter, R.N., and P. Jack.

CRAIGENGOWER V. KOWLOON C. C.

The above League match will take place on Saturday on the ground of the latter Club at Kowloon at 2.15 p.m. Craigengower team:—L. E. Lemmer (Capt.), G. A. Hancock, A. O. Brown, H. L. Manderson, W. H. Vives, R. Pestonji, A. Omas, J. D. Noria, L. A. Rose, S. B. Bhatnagar and H. W. Petersen.

LEAGUE TABLE.

The following is the table up to date:

Club. P. W. L. D. P. Percent.

H. K. "B" 12 1 0 11 24.61

Civil Service 11 2 2 9 69.23

Hongkong "A" 12 6 3 3 33.33

Telegraphs 14 8 4 2 4 33.31

Craigengower 15 4 6 5 30.00

R. G. A. 12 4 7 1 3 27.27

Kowloon 12 2 9 1 7 63.61

H. K. Police 14 2 10 2 8 66.66

Royal Engineers 11 8 3 2 7 77.77

N.B.—A win counts 2 points.

A loss " 1

A draw " 0

To-day's Advertisement.

NOTICE.

HAVING severed my connection with the Firm of WILKS AND JACK, LD., I have established myself as CONSULTING ENGINEER and SURVEYOR, &c., at York Buildings (1st Floor), Hongkong.

E. C. WILKS, M. I. MECH. E.
Hongkong, 2nd April, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI, MOJI, YOKOHAMA AND KOBE.

THE Steamship

"EASTERN."

Capitaine McArthur will be despatched as above on TUESDAY, the 6th April, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 2nd April, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Capitaine McArthur will be despatched as above on WEDNESDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 2nd April, 1909.

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 5th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 2nd April, 1909.

THEATRE ROYAL.

TO-NIGHT.

APRIL 2ND.

Short Season Only.

ROYAL ENTERTAINERS.

AN AGGREGATION OF ALL STAR ARTISTS.

TO-NIGHT.

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"FILIBUSTER."

A Hilarious Musical Comedy.

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"THE CHOIR GIRL."

One of the Greatest Novelty Acts seen on the Vaudeville Stage.

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NIGHTLY.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.
The only line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER, 12 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers:

From Hongkong,	From St. John or Quebec.
"EMPRESS OF JAPAN".....	"EMPRESS OF IRELAND".....
SUNDAY, APRIL 11TH.	FRIDAY, APRIL 9TH.
"EMPRESS OF CHINA".....	"EMPRESS OF IRELAND".....
SUNDAY, MAY 2ND.	FRIDAY, MAY 7TH.
"MONTEAGLE".....	"EMPRESS OF IRELAND".....
TUESDAY, MAY 11TH.	FRIDAY, MAY 14TH.
"EMPRESS OF INDIA".....	"EMPRESS OF IRELAND".....
SUNDAY, MAY 23RD.	FRIDAY, MAY 28TH.
"EMPRESS OF JAPAN".....	"EMPRESS OF IRELAND".....
SUNDAY, JUNE 13TH.	FRIDAY, JUNE 18TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamers as shown above. The "Empress of India" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 23 Knots, and are regarded as second to none on the Atlantic.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.
SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.
Through Passengers are allowed Stop over privileges at the various points of interest on route.
R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.
HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.
Via New York 45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. GRAHAM & CO., General Traffic Agents,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA, LAISANG		SATURDAY, 3rd April, 4 P.M.
TIENSIN VIA SWATOW, WEI	CHEONGSHING	SUNDAY, 4th April, Daylight.
HAIWEI & CHEFOO		
SHANGHAI	HANGSANG	MONDAY, 5th April, 4 P.M.
SHANGHAI	YATSHING	MONDAY, 5th April, 4 P.M.
MANILA	YUENSANG	FRIDAY, 9th April, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMSANG	TUESDAY, 20th April, 4 P.M.

RETURN TOURS TO JAPAN.

Occurring 14 Days.
The steamers *Kaitang*, *Namsang* and *Kooking* leave about every 3 weeks for Shanghai and Yokohama calling at Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Port, Chefoo, Tientsin & Newchwang.
Taking Cargo on through Bills of Lading to Kuantan, Labad, Davao, Simporia, Tawau, Usukan, Jesselton and Labuan.
For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 2nd April, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI".....	4th April, Daylight.
CHINKIANG	"WUHU".....	4th April, Daylight.
MANILA	"TEAM".....	4th April, 3 P.M.
SHANGHAI	"CHINCHUA".....	4th April, 4 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA".....	4th April, 4 P.M.
WESTERN PORTS		
WEIHAWEI & TIENSIN	"HUICHOW".....	10th April, Daylight.
SHANGHAI	"CHENAN".....	11th April, 4 P.M.
CEBU & ILOILO	"KAIFONG".....	12th April, 4 P.M.
MANILA	"TAMING".....	13th April, 3 P.M.
SHANGHAI	"LINAN".....	15th April, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANDI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Saloons. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Saloons and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenian*, *Linan*, *Shanghai*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Tuesday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—These steamers land passengers in Shanghai at the French Bund.
Fares including wines:—single \$40; return \$70.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Telephone No. 35.
Hongkong, 2nd April, 1909.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers.
Between Hongkong and Manila.—Saloon—staterooms—Electric Light—Perfect Cuisine—Surgeons and Stewards carried.
All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Date
LAZIRO	3540	R. Rodger	MANILA	SATURDAY, 10th April, at Noon.
RUBI	3540	R. W. Almond	MANILA	SATURDAY, 17th April, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.
General Managers.

Telephone No. 14.
Hongkong, 2nd April, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.
REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU.....	5,000 tons gross.....	Sail April 14th/09.
S.S. HONGKONG MARU.....	5,000 tons gross.....	June/09.
S.S. MANSU MARU.....	5,000 tons gross.....	August/09.
S.S. AMERICA MARU.....	5,000 tons gross.....	October/09.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yokohama Building.

Hongkong, 1st April, 1909.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS).

THE Steamship

"DELHI,"

Captain J. D. Andrews, R.N., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 3rd April, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Malwa*, 11,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Norva*, due in London on 14th May, 1909.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
For further Particulars, apply to

E. A. HEWITT,

Superintendent.

HONGKONG—NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. "INDRAMAYO".....On 26th April, 1909

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 19th March, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO AMERICA.
(CANADA, UNITED STATES, MEXICO, CHILE, RIVER PLATE, BRAZIL).

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY.
OVERLAND Cargo taken for ALL CANADIAN and UNITED STATES PORTS.

THE Steamship

S.S. "....."

For further particulars apply to the Agent—
MESSAGERIES MARITIMES.

Hongkong, 20th March, 1909.

STEAM TO CANTON.

The New Twin Screw Steel Steamer

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SA".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are fitted throughout with Electric Light, Electric Fans in First Class Saloons.

Passage Fare—Single journey.....\$4.
(Meals and Berth included in the above fare.)

The Company's Wharf is situated in front of the New Wharves Market, opposite the old Harbour Office.

YORK ON S.S. CO., LD.

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For Freight or Passage, apply to

YORK ON S.S. CO., LD.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 25th March, 1909, per 5 Mds.

BUTCHER MEAT.

Cenils.

Beef—Prime cut—Moi Lung Pa B.....18

"Comed—Ham Ngau Yuk.....18

"Roast—Shiu.....18

"Breast—Ngau Lam.....13

"Soup—Tong Yuk.....15

"Steak—Ngau Yuk Pa.....18

"Sirloin—Ngau Lan.....28

"Sausages—Ngau Yuk Cheung.....26

Bullock's Brains—Know.....per set

"Tongue fresh—Ngau Li.....each

"Comed—Ham Ngau Li.....58

"Head—Ngau Tau.....80

"Heart—Ngau Sun.....per lb

"Hump—Salt—Ngau Kin.....18

"Feet—Ngau Kook.....each

"Kidneys—Ngau Yin.....10

"Tail—Ngau Mei.....17

"Liver—Ngau Oon.....13

"Tripe (undressed)—Ngau To.....7

Calves' Head and Feet—Ngau-chai-tau-kook.....set \$1.00

Mutton Chop—Young Fat Kwai.....22

"Leg—Young Fat Kwai.....22

"Shoulder—Young Fat Kwai.....20

Pigs' Chittlings—Chi Cheong.....22

"Brails—Chi Kook.....per set

"Feet—Chi Kook.....each

"Kry—Chi Chai.....25

"Head—Chi Tau.....18

"Heart—Chi Sun.....each

"Kidneys—Chi Yin.....pale

"Liver—Chi Koon.....24

Pork Chop—Chi Fat Kwai.....22

"Comed—Ham Chu Yuk.....—

"Leg—Chu Pei.....21

"Fat or Lard—Chu Yau.....17

Sheep's Head and Feet—Young Fat Kwai.....22

"Kook.....set

"Heart—Young Sun.....each

"Kidneys—Young Yin.....9

"Liver—Young Oon.....24

Sacking Pigs, To Order—Chi Chai.....—

Stee Beef—Sang Ngau Yau.....32

"Mutton—Sang Young Yau.....22

Veal—Ngau Chai Yuk.....—

"Sausages—Ngau Chai Yuk Tong.....—

POULTRY.

Chicken—Kai Chai.....30

Capon, Large, Small—Sin Kai.....24

Ducks—Lap.....28

Doves—Pan Kan.....each

Eggs, Hen—Kai Tan.....per doz.

Fowls, Canton—Kai.....—

"Hainan—Hoi Nam Kai.....—

Geese—Ngo.....20

Geese, Wild Shanghai—Sheng Hoi Ye.....—

"Ngo.....pale

Musk Deer—Wong Keng.....each

Hare—To Chai.....—

Partridge—Che Koon.....65

Pheasant—Shao Kai.....pale

Pigeons, Canton—Pak Kuo.....each

"Hollow—Hollow Pak Kuo.....36

Quail—Um Chun.....35

Rice Birds—Wo Fa Cheuk.....dozen

Salps—Sa Chai.....each

Turkeys, Cook—Fo Kai Kung.....per lb

"Hen.....52

Wild Ducks, Shanghai, Sulap.....pale \$1.20

Teal, Shanghai, Sulap Chai.....70

Wild Ducks, Canton—Sang Shing Sulap.....per pair \$1.20

FISH.

Barbel—Ka Yu.....10

Bream—Biu Yu.....10

Canton Fresh Water Fish—Hoi Sin Yu.....15

Carp—Li Yu.....10

Catfish—Chik Yu.....11

Godfish—Mun Yu.....10

Goby—Hal.....10

Grass Fish—Muk Yu.....10

Dab—Sa Mang Yu.....10

Dace—Wong Mei Lun.....10

Dog Fish—Th Yu Sa.....10

Kel, Coogor—Hal Man Yu.....10

"Fresh water—Tung Sul Yu.....10

"Yellow—Wong Sin.....10

Frog—Tien Kai.....10

Grouper—Sok Pan.....10

Gudgeon—Pak Kuo Yu.....10

Herring—Tao Pak.....10

Halibut—Chung Kwan Yu.....10

Labrus—Wong Fa Yu.....10

Loach—Wo Yu.....10

Loach—Lung Ha.....10

Mackerel—Chai Yu.....10

Monk Fish—Mon Yu.....10

Mullet—Chai Yu.....10

Oyster—Sang Hoo.....10

Parrotfish—Kai Kung Yu.....10

Pet—Tao Loo.....10

Pike—Fa Paw Pong.....10

SHARK—SA YU.

Shark—Sa Yu.....10

Shrimp—Ho.....10

Snapper—Lap Yu.....10

Sole—Tat Sa Yu.....10

Tench—Wan Yu.....10

Turbot—Choi Yu.....10

Turtles, small, fresh water—Kook Yu.....10

White Bait—Ngau Yu Chai.....10

FRUITS.

Almond—Hung Yau.....10

Apples, (California)—Kam San Ping.....10

"Ko.....10

"(Chefoo)—Tin Chun Ping.....10

"Ko.....10

Small—Hoi Tong.....10

"Castard—Fan Lai Chai.....10

Bananas, (Canton)—Sang Shing.....10

"Heung Chai.....10

"(brides), Macao—Sai Heung Chai.....10

Charstons, Chinese—Fong Lut.....10

Carambols—Yung Tou.....10

Cocoanuts—Yah Tau.....10

Grapes—Sin Tai Tei.....10

Lemons, China—Ning Moong.....10

"Amer.—Kim San Ning Moong.....10

Liches, Small Stone—Lai Chai.....10

"Fresh, Lai Chai.....10

Limes, (Sai Kung)—Sai Kung Ning Moong.....10

Mango, Manila—Lui Sung Moong.....10

Mango, Saigon—Sal Kung Moong.....10

Mangosteens, San Chuk Tai per 100.....10

Oranges, Tim Chang.....10

"Small—Tai Kut.....10

"Mandarin—Tim Kut.....10

Olive—Pak Lam.....10

Passion Fruit.....each

Pears, (American)—Kam San Shut Li.....10

"(Canton), Cooking—Sa Li.....10

"(Shanghai)—Sheng Hoi Li.....10

[illegible]

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

OPIUM SMOKERS.

DRASTIC MEASURES PROPOSED.

[By courtesy of the "Sheung Po."]

Peking, 26th March.

The Empress Dowager is in favour of dealing with opium-smokers with a firm hand and has given instructions that all opium-smokers within the Palace should be amenable to punishment as if for disobedience of Imperial commands.

The order has caused much agitation amongst the people in the Palace.

H.E. HSU SHI-CHANG ACCEPTS PRESIDENCY OF MINISTRY.

[By courtesy of the "Sheung Po."]

Peking, 26th March.

H.E. Hsu Shi-chang, Viceroy of the Three Eastern Provinces, is now willing to take up the appointment as president of the Ministry of Posts and Communications.

CHINESE IN JAVA.

QUESTION OF NATURALIZATION.

[By courtesy of the "Sheung Po."]

Peking, 26th March.

The Chinese Minister to the Netherlands has telegraphed to the Ministry of Foreign Affairs advising that the Dutch Government has agreed to modify the proposed law regarding the compulsory naturalization of Chinese residents in Dutch Colonial possessions.

JAPAN AND CHINA.

REFERENCE TO THE HAGUE.

[By courtesy of the "Sheung Po."]

Peking, 26th March.

The Waiwupu will submit to The Hague Conference all questions pending between China and Japan regarding Manchuria.

The Ministry of Foreign Affairs has notified the Japanese Minister in Peking to that effect.

BRITISH NAVAL IN-

[By courtesy of the "Sheung Po."]

Peking, 26th March.

The Central Government has telegraphed to Lord Li Ching-fong, the Chinese Minister to the Court at St. James, to ascertain the addresses of the British Naval instructors who had been engaged by China before.

Lord Li was directed to inquire if the British officers would be willing to accept service with China as formerly.

CHINESE ABROAD.

CENSUS TO BE TAKEN.

[By courtesy of the "Sheung Po."]

Peking, 26th March.

The Waiwupu and the Ministry of Agriculture, Industry and Commerce have telegraphed to the Chinese Ministers accredited to foreign countries asking for returns as to the number of Chinese residents in each country and their respective occupations.

ANTI-OPIUM CAMPAIGN.

REDUCTION OF ABOLITION PERIOD.

[By courtesy of the "Sheung Po."]

Peking, 26th March.

It is reported that the period within which the opium habit shall be abolished has been shortened to the first day of the first moon of the fourth year of Hsien Tung.

All persons found dealing in opium thereafter shall be amenable to punishment as if they were selling arms clandestinely.

CHINA AND JAPAN.

THE MANCHURIAN QUESTION.

[By courtesy of the "Sheung Po."]

Peking, 28th March.

The Central Government contemplates the submission to The Hague Conference of all questions pending between China and Japan regarding Manchuria, Mr. Juin, Japanese Minister in

Peking is taking steps to induce China to refrain from carrying out her purpose.

JAPAN IN MANCHURIA.

Tokio, 2nd March.

The authorities in Tokio declare that the Fokan Railway question and the other questions, touching Manchuria, between China and Japan, do not fall within the scope of arbitration.—N. C. D. News.

CANTON-HANKOW RAILWAY.

THE GERMAN LOAN.

[By courtesy of the "Sheung Po."]

Peking, 28th March.

Representatives of the Hupeh section of the Canton-Hankow Railway have proceeded to Peking to confer with H.E. Chang Chih-tung, superintendent general of the railway, on the proposed loan from Germany.

CHINA AND THE FOREIGN PRESS.

A SEMI-OFFICIAL ORGAN CONTEMPLATED.

[By courtesy of the "Sheung Po."]

Peking, 28th March.

In view of the fact that reports appearing in the foreign Press of late concerning the state of affairs in China have not been altogether correct, and are calculated to affect China's friendly relations with the Powers, it is proposed by the Central Government to publish a semi-official organ to be printed in the English and French languages.

MACAO-CANTON RAILWAY.

CANCELLATION OF AGREEMENT URGED.

[By courtesy of the "Sheung Po."]

Peking, 28th March.

The Ministry of Posts and Communications has urged the Waiwupu to call upon the Portuguese Minister in Peking to effect the cancellation of the agreement for building the railway between Macao and Canton.

CHINESE IN HARBIN.

ALLEGED RUSSIAN ILL-TREATMENT.

In consequence of the alleged ill-treatment of Chinese by Russians in Harbin, the representatives of all the Powers in Peking propose to apply to their Russian colleague for an explanation.

It is stated that the Russian Minister feels somewhat concerned at the proposed concerted action.

RAILWAY CONSTRUCTION.

ONE LINE AT A TIME.

[By courtesy of the "Sheung Po."]

Peking, 28th March.

The Ministry of Posts and Communications has notified all the Provinces that, hereafter, before one railway is completed, no permission will be granted for the building of another line (within the same Province).

RAILWAY RETURNS.

PROFIT AND LOSS.

[By courtesy of the "Sheung Po."]

Peking, 29th March.

According to returns published by the Ministry of Posts and Communications for last year, the following railway lines have made profits:—

Peking-Fangtien,	\$3,800,000
Peking-Hankow,	3,100,000
Ping-chieu,	100,000

Losses are set against the following:—

To-ching,	\$300,000
Ching-tai,	600,000
Shanghai-Nanking,	300,000

CHINESE IN SOUTH AFRICA.

ALLEGED ILL-TREATMENT.

[By courtesy of the "Sheung Po."]

Peking, 29th March.

The Waiwupu is in receipt of a telegram from the Chinese Consul in South Africa concerning the alleged ill-treatment of Chinese coolies (on the Rand).

The Ministry of Foreign Affairs proposes to address a communication to Sir John Jordan, the British Minister in Peking, with a view of redressing the grievance.

VICEROY TUAN FANG.

CALLED TO PEKING.

[By courtesy of the "Sheung Po."]

Peking, 28th March.

It is proposed by the Central Government to summon H.E. Tan Fang, Viceroy of Nanking, to Peking for service in the Cabinet and to give him post to the Governor of Shantung, H.E. Yuan Shu-fan.

PROVINCIAL FINANCES.

BOARD OF INVESTIGATION PROPOSED.

[By courtesy of the "Sheung Po."]

Peking, 28th March.

It is proposed by the Ministry of Finance to appoint thirty-six deputies to proceed to the Provinces to look into the financial affairs of the Provinces.

CHINA AND JAPAN.

THE MANCHURIAN DIFFERENCES.

[By courtesy of the "Sheung Po."]

Peking, 30th March.

The Japanese Minister in Peking, Mr. Juin, has notified the Waiwupu that Japan is unwilling to agree to refer to the Hague Conference the questions pending between China and Japan regarding Manchuria, on the ground that the differences are of a trivial character and are susceptible of a satisfactory arrangement without resorting to such a course.

MINING.

ENCOURAGEMENTS OFFERED.

[By courtesy of the "Sheung Po."]

Peking, 30th March.

The Ministry of Agriculture, Industry and Commerce has recommended that if any Chinese subject should discover any new patent for the treatment of ore, he should be granted the exclusive privilege for the use thereof.

It is also suggested that a reduction in duty should be allowed in favour of such.

PROPOSED RAILWAY.

[By courtesy of the "Sheung Po."]

Peking, 30th March.

The Viceroy of Shensi and Kansu has memorialised for sanction to raise a foreign loan for the construction of a railway from Kansu to the New Dominion.

The Ministry of Posts and Communications has lodged a protest against the Viceroy's proposal.

CONSTITUTIONAL GOVERNMENT.

SPECIAL COMMISSIONER TO BE RECALLED.

[By courtesy of the "Sheung Po."]

Peking, 30th March.

The Prince Regent, being dissatisfied with the manner in which Yu Shek-mui, the special Commissioner, has conducted his investigations into the question of Constitutional Government in Europe and with his report thereon, has directed the Grand Councillors to telegraph for his return.

ARMS AND AMMUNITION.

CHINESE MANUFACTURE APPROVED.

[By courtesy of the "Sheung Po."]

Peking, 30th March.

The Ministry of War has examined the arms and ammunition manufactured at the arsenals in Kiangsu and Hupeh.

The board of examination has found them to be serviceable.

Instructions have accordingly been issued to all the Provincial authorities to purchase their arms and ammunition from these arsenals.

NAVAL REORGANISATION.

BENEFACTORS TO BE RECOGNISED.

[By courtesy of the "Sheung Po."]

Peking, 30th March.

A memorial has been presented by a certain Censor recommending that high official ranks be conferred on those who contribute large sums of money towards the Naval Reorganisation Scheme.

PRATAS ISLAND AFFAIR.

INVESTIGATION COMMISSIONER APPOINTED.

[By courtesy of the "Sheung Po."]

Peking, 31st March.

The Waiwupu has despatched telegraphic instructions to H.E. Ko Hsi-him, special commissioner appointed for the delimitation of Macao, directing that, as soon as negotiations are completed in reference to the Macao boundary question, he is to conduct investigations into the question arising out of the Pratas Island dispute.

CHINA AND JAPAN.

CHIENTAO ISLAND QUESTION.

[By courtesy of the "Sheung Po."]

Peking, 31st March.

No amicable settlement having been reached between China and Japan on the Chiensao Island difference, a certain foreign Minister has expressed his wish to offer his services with a view to mediation.

SHANGHAI SETTLEMENT EXTENSION.

WAIWUPU'S OPPOSITION.

[By courtesy of the "Sheung Po."]

Peking, 31st March.

The Waiwupu is strongly opposed to the application of the foreign residents for another extension of the settlement in Shanghai.

NAVAL DOCKS.

FOREIGN ENGINEERS NOT WANTED.

[By courtesy of the "Sheung Po."]

Peking, 31st March.

H.E. Tich Liang, president of the Ministry of War, is determined to engage Chinese engineers only in the construction of naval docks.

He is not in favour of employing foreigners.

CANTON-HANKOW RAILWAY.

INVESTIGATION ORDERED.

[By courtesy of the "Sheung Po."]

Peking, 31st March.

H.E. Chang Chih-tung, director-general of the Canton-Hankow Railway, has deputed Ko Ling-wei, chief examiner of Hupeh, to proceed to Canton to carry out investigations into railway affairs.

RUSSIA IN MANCHURIA.

THE POSITION IN HARBIN.

[By courtesy of the "Sheung Po."]

Peking, 31st March.

The British and American Ministers in Peking look upon the appointment as a violation of the Manchurian agreement.

They have made vigorous representations to the Russian Minister on the subject.

DELIMITATION OF MACAO.

WAIWUPU BUSY.

[By courtesy of the "Sheung Po."]

Peking, 1st April.

The Waiwupu has been engaged for days looking up ancient archives for all records of negotiations conducted with Portugal regarding Macao.

MINISTRY OF FINANCE.

EMBARRASSED FOR WANT OF FUNDS.

[By courtesy of the "Sheung Po."]

Peking, 1st April.

The Ministry of Finance is rather embarrassed for want of funds.

The deficiency is estimated at five million taels.

LOTTERIES.

PROPOSED ABOLITION.

[By courtesy of the "Sheung Po."]

Peking, 1st March.

The Grand Council proposes to prohibit the sale of lottery tickets in China.

The authorities of Hupeh Province have, however, applied for the prohibition to be held in abeyance owing to the prospective loss of the opium revenue.

CANTON-HANKOW RAILWAY.

THE LOAN AGREEMENT.

[By courtesy of the "Sheung Po."]

Peking, 1st April.

Sir John Jordan, the British Minister in Peking, has strenuously opposed the loan obtained from the German Bank for the construction of the Canton-Hankow Railway, on the ground that it is in contravention of the terms of the Kwang-Chek Loan Agreement.

FORTIFICATIONS.

OBSOLETE ONES TO BE DISMANTLED.

[By courtesy of the "Sheung Po."]

Peking, 1st April.

The Ministry of War has decided to demolish all obsolete fortifications.

Those in favourable strategic positions will be put under repair.

DUTIES ON CIGARS.

FOREIGN MINISTERS' OPPOSITION.

[By courtesy of the "Sheung Po."]

Peking, 1st April.

The Foreign Ministers are opposed to the increase of duty on cigarettes.

A UNIVERSITY FOR CHINA.

LORD WILLIAM CECIL'S SCHEME.

The Rev. Lord William Cecil and Lady Florence Cecil, who are at present in our midst, are not strangers to Shanghai. They came out to China at the time of the Centenary Missionary Conference in 1907, and on behalf of the China Emergency Committee made a thorough investigation of the missionary work in the spot. The results of their mission were embodied in a series of articles contributed by Lord Cecil to The Times. It is gratifying to know that Lord William's interest in mission and educational work in China by no means ended when he returned to England. Though he modestly disclaims the credit for the University scheme which is the object of his present trip, there can be no doubt that he has been largely responsible for bringing the matter to a stage that has justified another visit to China. Some misunderstanding having arisen at Peking concerning the proposed University, those who had interested themselves in the matter at Home deputed Lord William Cecil to come out to China and ascertain on the spot what would be the prospects of a University on the lines suggested, where it should be located, and what measure of support might be expected from the Missionary schools and colleges that are already in the field.

We are able, by the courtesy of the Rev. Lord William Cecil, to publish the broad outline of the scheme which has brought him to China. At the same time, we are asked to point out that the scheme is of a tentative nature, that as the result of his inquiries it may be modified, or even completely altered, and that if sufficient support is not forthcoming it may be abandoned altogether. It is in no sense whatever the wish of the scholars who have interested themselves in the matter to foist upon China an educational centre that will not be welcomed, or if not suited to local conditions and therefore, though great care has been taken in elaborating the basis upon which the proposed University should be founded, there is nothing like finality in the draft scheme that is being submitted to the Missionaries and officials interested.

THE DRAFT SCHEME.

For the past ten months a Joint Committee of Oxford and Cambridge Tutors and Lecturers, assisted by Sir Ernest Satow, the Rev. Lord William Cecil, and the Rev. J. H. Rison, has been making a thorough investigation of China's educational needs. Among those consulted on the matter have been Bishops Scott, Roots, Cassels, Graves, Price and Corrie; Drs. J. C. Gibson, Livingston Hart, Cochran, H. Hodgkin, and Harlan P. Beach; the Rev. Arnold Foster, Sir Robert Hart, and Mr. J. E. Moir. Chinese scholars and Mr. J. E. Moir draw attention to two important features of the present situation: the immense and growing demand for advanced University education; and the fact that, in Japanese and Chinese Universities, so-called Western education has a strongly materialistic bias which tends to sweep away old religious beliefs, and with them all old sections of morality, without replacing them by any other code of ethics. The University of Tokio there are some who leave much to be desired, are being faded all over China. China's ruling class being an aristocracy of education and not of birth, the future of the nation depends upon her Universities to be able to educate elsewhere.

The Committee referred to above, after careful deliberation, arrived at the conclusion that the condition of affairs in the present day is a really efficient University, which would set a high standard of educational efficiency, and moral tone, and at the same time might be regarded as a model for native Universities.

It is suggested that this University should be organized upon similar lines to Oxford and Cambridge, and should consist of a central body of professors, and a number of colleges and hostels each supported by missionary bodies of various denominations, in which the students would be under some kind of moral discipline. In these hostels and colleges, religious instruction on the lines suggested by the society or denomination that supported them, would be required to be men of strong Christian principles, and in keen sympathy with missionary ideals. This is necessary to overcome the instinctive antipathy of race and for the establishment and maintenance of that intimate personal contact between teacher and student outside the classroom, which is so vital to the success of the present scheme.

Into details of salaries and quarters it is unnecessary to go at any length; it need only be said that it is proposed that the Professors, who will be appointed by a special Nominating Board, shall be provided with quarters and paid salaries ranging from £250 to £400 per annum. At the outset the staff would consist of European or American Professors, but later, some of the Professors would be Chinese—Chinese and men of known ability.

The subjects taught from the outset would include Natural Science, Engineering, Political Philosophy and Economy, International Law, Modern History, Mathematics, and Moral Philosophy for the teaching of which a thorough knowledge of Confucian literature would be essential. Non-Christian students would be admitted to the University lecture on an equal footing with Christians.

The site of the University and the relations between it and existing colleges are matters on which the Committee hesitates to express an opinion until Lord William Cecil's return from China.

As the first necessity of a University on the lines proposed is an efficient and qualified staff, the first practical step suggested is the raising of a fund to send out six or eight, or if possible, ten, men of the requisite ability and energy to work in connexion with some of the larger and more efficient existing Missionary Colleges for a period of three years, in order to acquire a knowledge of the language. At the end of three years these ten men, with the addition of two or three more, and under the leadership of a senior man of longer experience of the country, with the co-operation of the staff of existing colleges, would form the teaching staff of the University.

It is anticipated that £10,000 would give the University a fair start in the way of buildings and plant, and, allowing for unforeseen expenses, it has been suggested that the original capital of the University need not exceed £10,000, while an annual income of £2,000, would be a desirable character for the University. General expenses would be covered by students' fees, and the University, once founded, would be largely self-governing within the limits of a carefully drawn Constitution and Trust Deeds.

Lord William Cecil has already visited Hankow, Nanking, Peking, and Tientsin, as well as other places in North China and Manchuria, before returning to England. He will travel up the Yangtze as far as Ichang. It is noteworthy that, although the proposed University is to be under foreign management, and is to be essentially a Christian institution, all the Chinese officials with whom Lord Cecil has come into contact have expressed their warm sympathy with, and hearty approval of, the scheme.—N. C. D. News.

CHINA AND JAPAN.

THE PROPOSED CHINO-JAPANESE ARBITRATION.

Tokio, March 25.

Mr. Juin, Japanese Minister at Peking, has announced to the Waiwupu that Japan is not inclined to refer to arbitration the questions of dispute between Japan and China. Mr. Juin explained that he saw no reason to resort to such a course.

Japanese papers believe that there is ample scope for amicable settlement by continuation of the negotiations and they express the hope that China will first take the initiative.

A telegram from Washington states that America is not inclined to take any part in the dispute.—N. C. D. News.

CATTLE-TRADE WITH THE PHILIPPINES.

After spending a week in Shanghai with a view to purchasing three hundred head of work cattle for the Philippines Government, Dr. David McKibbin, Jr., veterinary surgeon, left on Saturday for Cebu in order to ascertain if more favourable conditions for the shipping of cattle prevail in the northern port, reports the Shanghai Times. His quest here, he stated, just prior to his departure, proved unsuccessful owing to the scarcity of cattle and the fact that prices ranged at a price higher than those which are exported at other coast cities.

"The cattle trade of the Far East, especially in the Philippines, is undergoing a complete revolution," said Dr. McKibbin in explanation of his being sent here by the Bureau of Agriculture in Manila. "It has reached a stage among the Southern Islands where the natives no longer have enough livestock with which to till their fields. Rinderpest, anthrax, and foot-and-mouth disease have wrought great havoc, carrying off larger numbers of animals until it became necessary to secure the Chinese market to fill the deficiency created in the islands."

"The kind of cattle of which I am in search, is a good, stocky breed, weighing about 500 pounds per head. They must be free from disease. They are needed for the Government's serum laboratory in order to obtain the necessary serum to combat the diseases which prevail among our cattle."

Dr. McKibbin before coming to Shanghai stopped at Hongkong and stated that he met with the same failure there owing to the fact that the latter port being affected more or less with rinderpest and foot-and-mouth diseases. In spite of this, however, Hongkong cattle dealers were shipping approximately 1,000 cattle monthly to the Philippines, for slaughtering purposes. These cattle, upon arrival in Manila, are carefully inspected by Government officers and should any prove suitable for work purposes, they were immediately segregated and shipped to the provinces after passing a rigid quarantine.

McKibbin for his being sent to Northern China for cattle is that Saigon, which has for a long time been the source whence work cattle for the Philippines have been procured, has lately been closed by a decree of the French authorities. They feared that if such drastic measures were not taken to prohibit the exporting of cattle, Anzani would soon find itself in a position similar to that of the Philippines, the high prices being offered for cattle causing the natives in many instances to sell livestock much to the detriment of their own interests.

Since coming to the shores of Shanghai and the Northern ports of China for work cattle to ship to the Philippines. Some years ago similar conditions of affairs prevailed here, continued Dr. McKibbin. When he arrived after shipment of cattle left Shanghai for Manila, much to the detriment of local Chinese farmers, the export of more than 1,500 head per annum from Shanghai. "Though this decree would scarcely interfere with the Philippines Government's veterinary from shipping the 300 head which he desired for serum purposes, he found it impossible to secure the number without scouring the surrounding country."

The limited number of cattle are butchered in Shanghai daily, he found, and the local supply, usually brought to town by Chinese farmers, one, two, and three head at a time, just about equals the demand. By this means the local price of cattle from seven and one-half to eight cents per pound, is kept somewhat higher than at other ports, bringing the cost of a 500 pound animal to approximately 70 dollars, about 10 dollars higher than similar cattle at other places.

Should Dr. McKibbin succeed in securing 300 head of suitable cattle in Chefoo, it is his intention to charter a steamer to carry the entire consignment to Manila. By this means it is his intention to cause his journey farther north, possibly into Manchuria, to be a return to the Philippines, he is to report regarding conditions of the cattle market at the various ports visited, and all indications point to the probability that he will scarcely recommend Shanghai as a favorable locality for the purchase of work cattle along whole sale lines.

At the forthcoming general meeting of shareholders of the Mercantile Bank of India, Limited, the directors will recommend a dividend of 6% per annum on a £100 share (free of income tax) that £10,000 be added to the reserve fund (raising it to £250,000), £5,000 added to the officers' pension fund, and £5,500 be carried forward.

Inspector Robertson prosecuted a very undesirable character, the Police Court, this afternoon (4th day) before Mr. Huxford. It appears that at about nine o'clock on Saturday night, the prisoner, a Chinese man named Sam Yee, was walking along the street, and was molested by a Chinese woman at Sham-shing-ai by expostulating on her dress, thereby destroying it. On hearing the cry from the woman, P. O. 44 gave chase, and ran the culprit to earth in a very short time. The man was today charged with larceny, which was alleged to have been committed on the 24th inst. The charge was that he was the second case which came before him to-day and was charged with the same offence of two months back. The man was today charged with the same offence of two months back. The man was today charged with the same offence of two months back.

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

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The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, APRIL 2, 1909.

WHEN SHIPMASTERS ARE ARGUS-EYED.

(27th March.)

After a lengthy examination in the Singapore Police Court, the skipper of the German Mail steamer *Princess Alice* was convicted on the charge of being the "master of a ship used for the importation of opium," and fined \$500. This is by no means the first occasion on which we have deemed it necessary to advert to the extreme stringency of the law which makes a shipmaster the vicarious sufferer for the misdoings of others and imposes upon him responsibilities which would tax the wit of a wizard to shoulder. In this case, it may be recalled that when the *Princess Alice* arrived at Singapore from Shanghai and Hongkong, the officers of the Opium Farm discovered on-board some 1,440 tins of chandu, valued at \$4,320, packed in boxes which had been received by the chief steward at Shanghai and placed quite openly in the baggage room by the baggage master. It should be understood that there was no attempt whatever at concealment, no thought of smuggling on the part of those to whose charge the boxes containing the illicit drug had been committed, and no idea of evading the she-lynx eyes of the Opium Farm's representatives. So much was admitted by the prosecution, but that did not exculpate the captain from blame, nor did it lead the Court to forego the satisfaction of mulcting him in a substantial fine. All that it did was to lessen the penalty "which in consequence of the presumption the law imposed upon the master." The facts were plainly set forth and the circumstance of the chandu being on board clearly explained. While at Hongkong, on the voyage to the North, the chief steward of the *Princess Alice* received a note from an acquaintance on another N. D. L. vessel stating that he would receive two boxes at Wossong for conveyance to Singapore. The boxes were to be sent ashore at Singapore and would be taken to the Raffles Hotel. The boxes were duly received from a Chinaman, but when they were landed at the Southern Settlement it was discovered that they were leaking and the Raffles Hotel representative refused to have anything to do with them. Accordingly they were taken on board again and placed in an "under" compartment. The chief officer was when the attention of the ship's company was drawn to the mess he expressed the opinion that the contents consisted of gambler while another officer thought that they contained opium. Nobody denied that they had opium on board, and, indeed, the witnesses declared that they would not know chandu if they saw it, which is extremely probable. One of the numerous hands of informers who make a livelihood by hunting the wharves and surreptitiously inspecting ships' cargoes came on the scene, found what he desired to find, informed the Opium Farm and the boxes were seized. The *Princess Alice* had to be detained while the ship's captain was being tried for importing illicit opium into the Settlement. To a certain extent it reads like a farce, or much about nothing, but the consequences might have been very serious had there been the shadow of circumstantial evidence tending to suggest that there was any attempt to conceal the boxes. However, fortunately for those immediately concerned, there was none. As the judge who tried the case said: "Would the baggage master, if he had any suspicion that the cases held opium, have received them back from the hotel runner? And having thus received them back, would either he or the steward, if they knew of the illegality of their conduct, have still allowed them, or traces of them, to remain within the eye of every one on board, thereby endangering themselves? The answer to both those questions seemed to be in the negative." The magistrate proceeded sensibly to remark that the ordinance laid down that the presumption against the accused in such cases might be rebutted by proof of reasonable precaution. For the purpose of such proof, it seemed too much to require the captain to acquiesce in his subordinates with the revenue and excise laws of every port at which they might touch. Another point which prepossessed the Court in favour of the master was the fact that the vessel was a mail steamer plying between China and Europe and not a vessel exclusively employed on the China coast, so that there was less reason to believe that she would engage in the traffic of smuggling opium and consequently less cause for special precautions being taken to guard against such a contingency. But the law is inexorable on the subject of opium; it is probably stricter and more drastic in its operation than the law dealing with attempted manslaughter. It holds the captain and his officers responsible for the regular inspection of the passengers' baggage and the character of the cargo. How many passengers would tamely submit to the ordeal of having their personal belongings searched by the seamen on board a mail steamer, their trunks, pick-pockets, odds and ends of merely sentimental value, exposed to the scorn of the vulgar eye and the libel of the ribald tongue? As Captain Goehle said, if they started that game, they would soon have no passengers at all, which is a perfectly reasonable deduction. With regard to the case, in how many instances could it be said that the appearance of the

boxes was calculated to breed suspicion? Nevertheless there is the law, as ironbound and precise as the mind of man can make it. As if the difficulties of navigating a great liner, appeasing the petulance of peevish passengers, and maintaining that regularity of discipline essential to safe running and strict discipline were not enough, the captain is held responsible for matters which in the majority of cases must be outside his ken. Who would be a shipmaster in these days, when he has to be a navigator, society entertainer, *bon vivant*, lawyer, instructor in the principles of first aid, magistrate, parson, liable to all the pains and penalties of the law for the smallest breach of the regulations of any of the numerous ports of call—not for glory or renown, or monetary reward, but simply in the course of duty? The scullery boy holds a happier position and is less liable to the slings and arrows of outrageous fortune, while his reward is proportionately greater. The sympathy of the general public will certainly go out to any master mariner who finds himself in difficulties similar to those that befell Captain Goehle. Fortunately, in this case, the captain had a magistrate endowed with common sense to deal with but how often is the reverse the case? Even a \$500 fine is a heavy burden on a shipmaster, but from what passed in Court there seems little doubt but that the Norddeutscher Lloyd will assume the burden and exonerate their captain from all the consequences which he was called upon to bear as the result of the foolish action of a subordinate member of his crew. When ship-captains become Argus-eyed then perhaps they may succeed in observing all the conditions of the law relating to the importation of opium. Up till now, Nature has obviously failed in her duty towards those who have selected the sea as a profession.

THE STEWARD'S PERQUISITES.

Some months ago when an irate passenger who had travelled across the Atlantic by one of the great liners wrote to the press indignantly protesting against the universal system of tips in vogue; as a result of which the passage money was increased by some fifty per cent., his views were endorsed by a chorus of those who had gone through the same experience. As might have been expected, nothing came of the agitation to abolish the tipping of stewards and their satellites, mainly because there is a moneyed section of humanity which will always seek by the giving of gratuities to corrupt the morals of the stewards and secure privileges in which they are not actually entitled, and indeed which are only begrudgedly tolerated by the passengers. The stewards are arranged on a scale which presupposes their augmentation by the benevolence of travellers. Anyone who had journeyed from Hongkong to the Far East, or along the China coast, is well aware to what an extent this tipping system is carried. If a steward does the slightest service to a passenger it is assumed as a matter of course that he is entitled to an honorarium, and few passengers dare to brave the glassy eye and hard visage of the gentleman with the napkin by refusing to accede to the unuttered demand. So far as the man of meagre means is concerned, the system of rewarding those who have gone to any special trouble to "facilitate" his sufferings on voyage, and to relieve him of the usual discomforts of ship-board life, may be deemed admissible, and the additional outlay forms but a small item in the total sum he is prepared to spend on the trip. But many of those coming to the Far East are young striplings who have "lost" home for the first time, with shiny-lined pockets and a capital consisting mostly of high hopes of what the future will bring them. To them the "stewards' fees" are nothing less than iniquitous and many a youngster landing in Singapore or Hongkong has found himself cleaned out even to his last copper after he has met the claims of those who, he had been led to understand, were paid to serve him. Of course it is all false pride which leads a young man, new to His Majesty's dominions beyond the seas, to ape the lordly air of the seasoned taipans who can afford to dispense largesse with a prodigal hand. But tradition has it that the stewards must be tipped, and who is he that should fly in the face of established custom even if it means immediate embarrassment the moment he sets foot on shore? And so the stewards continue to wax fat at the expense of fledglings, who have not the sense to keep their hands in their pockets and ignore the insinuating suggestions of those who have rendered them the service which would have been given in any case. It is not astonishing, then, that there is never any lack of applicants for the post of steward on any of the overseas liners, or that the meagre pay is regarded as any deterrent. From what transpired in the course of an action in London the other day it is perfectly clear that if any of the larger steamship companies offered no pay whatever they would still be inundated with applications for the coveted post of saloon steward. In the action referred to, the plaintiff was formerly a steward in the service of the P. & O. Company, and he claimed damages from the Great Northern Railway for injuries received in a railway accident which occurred near Finsbury Park in November, 1907. Among the witnesses called was another steward who had been employed by the P. & O. Company and his revelations should open the eyes of passengers, whose generosity is only limited by the depth of their wallets. His wages, he stated, amounted to 10s. per month, but on a single voyage he had received as much as £40 in the way of tips. That was when he

occupied the position of first-class steward, but before he was promoted to second-class his "takings" were by no means insignificant. He confessed that on one voyage he had made as little as £13, but he always reckoned on averaging a respectable sum, and, as a matter of fact, he admitted that he made £20, £30, £40 and even £50 extra in the year. His record was £94 in tips on two voyages. Who would not be a ship's steward at that rate? For handing round the soap and cleaning out the cabins the steward whose evidence was not disputed seems to have made anything between £100 and £300 per annum and "all found." The jury was so impressed by the witness' statement that they awarded the plaintiff the handsome sum of £2,000 by way of damages against the railway company. All we would say is that it is a good thing the jury did not take into consideration the amount of heartbreaking strain which had been borne by immature youths who had pawned their common-sense in order to gratify their pride by increasing the "spontaneous" gratuities received by the stewards.

A DISTINGUISHED CIVIL SERVANT.

(31st March.)

To those who have followed the distinguished career in the Colonial service of Mr. Arathoon Seth, i.e., the Registrar of Supreme Court, and also to the commercial community of Hongkong, both foreign and Chinese, to whom Mr. Seth has been popularly known, the news of his early retirement after forty years of active service will be a matter of great regret. It is no exaggeration of terms when we mention that the Hongkong Civil Service, excellently manned as it is, may possess a few members equal to, but none to excel, in point of ability, industry and zeal the officer who is about to retire from the service of the Government. Many a fledgling, who have since attained to high positions in the service of the Crown, and who have served their periods of cadetships in this Colony, have been initiated into the probationary period of their various offices under the tutelage of the present Registrar, who has filled a multiplicity and diversity of offices like no other public servant in Hongkong had done. As recently as the other day, on the occasion of the wedding of the younger daughter of Mr. Seth, the Hon. Mr. F. H. May, the Colonial Secretary, in proposing a toast to the bride and bridegroom, in extremely felicitous terms paid a just tribute of praise to his colleague in the service, which is endorsed by all those who have known Mr. Seth when he came into relations with Mr. Seth who at that time held an important post in the Colonial Secretary's Office. I had already received my baptism of red tape in the Colonial Office in London. I think Mr. Seth helped to initiate me into the secret of how to use red tape discreetly. It is a grand thing with which at times to choke off inconvenient questioners. But at others one has to beware lest one's own usefulness is choked by it; so it is with much pleasure that I seize to-day's opportunity to help a friend and colleague whose sterling worth has been recognised by His Majesty himself, who not long ago decorated him with the Imperial Service Order. Little did Mr. May's auditors imagine that a career so highly appreciated was soon to be lost to the public service of Hongkong. However, none will grudge the retiring official the well-merited retirement which he has seen fit to seek in the fullness of his health and strength and many there will be who will share with us the hope and the wish that Mr. Arathoon Seth may yet enjoy a long life and profitably exercise his recognised ability in whatever new sphere he may deem proper to employ his energies upon the termination of his official connections with Hongkong. His career began in the Colony when, after having distinguished himself in an examination in the Chinese language, in the old St. Xavier's School (since developed into the present St. Joseph's English College) he joined the mercantile firm of Bourne, Hubert & Co., of which Mr. Gustav Weller, now principal of the firm of Messrs. Sander, Weller & Co., was then the book-keeper. On account of the distinction Mr. Seth earned at the examination in Chinese in his Alma Mater, Sir Cecil Clement Smith recommended Mr. Seth for appointment to the Magistracy. He joined that Department as Hindustani Interpreter in February, 1868, and resigned the service in December of the following year to accept an appointment with the P. & O. S. N. Co. During the three years that he remained with the big shipping firm, he became practically conversant with all the departments of the shipping business. In September, 1874, Mr. Seth returned to the Magistracy as Third Clerk, rising rapidly to the First Clerkship upon the death of Mr. James Collins in Calcutta. He occupied that position for six years and was transferred to the Colonial Secretary's Office as Chief Clerk in 1881 upon the death of Mr. J. M. d'Almeida Castro. When Mr. Wodehouse proceeded on leave of absence, Mr. Seth was gazetted Clerk of Councils. In addition to his combined duties he performed also those of Valuer under the Rating Ordinance and Superintendent of Opium Revenue between the years 1881 and 1885. His capacity for filling a number of appointments simultaneously was demonstrated when, from June, 1885, to October, 1887, he discharged the duties of Superintendent of Exports and Imports. It was not until the middle of September

proceeded on leave on half pay, returning three years later. He employed the best part of his time while on leave in reading Law and in June, 1893, was called to the Bar at Lincoln's Inn. He had a short respite of one month from incessant work in 1894, when he was appointed Acting Deputy Land Officer towards the end of that year. When the New Territories were ceded to the British Government under the Kowloon Convention, one of the most difficult problems was the settlement of the land question. In conjunction with the late Mr. Bruce Shepherd, Mr. Seth worked laboriously and continuously in the investigation of the extremely delicate task of having to adapt the primitive views of the Chinese landed proprietors and village squatters to the new order of things. The elaborate joint report which was submitted to Government by Messrs. Shepherd and Seth established the basis of the new system of land tenure in the New Territories. After the great plague in Hongkong when another big problem suggested itself for solution in the resumption of insanitary properties, Mr. Seth was seconded for service as Secretary to the Board constituted under the Taping-shan Resumption Ordinance, 1894. In March of the following year, he was appointed Acting Deputy Registrar, Supreme Court, Official Receiver in Bankruptcy, Acting Deputy Land Officer and Acting Secretary to the Squatters' Board. In July, 1896, there was appointed the Insanitary Properties Commission, and no more suitable secretary than Mr. Seth was procurable, who received the thanks of the Government in connection with the efficient performance of his task. Omission should not be made of the fact that when the District Land Court was established under the New Territories Ordinance, the Registrarship was offered to Mr. Seth, who could not accept it on account of his early departure for England upon medical advice. For the ten years from 1897 to 1907, Mr. Seth continued to discharge the various duties of his office in the Registry of the Supreme Court, to the satisfaction of Bench, Bar and litigants alike. On the 19th May, 1904, he was appointed substantive Registrar, being conferred the honour of the newly-instituted Order of the Imperial Service in 1905. We have thus summarised in the briefest possible manner a record of service which should be the pride of any man to possess, but when it is added that that record is acknowledged by most people acquainted with it as meriting higher recognition than it has thus far received, it will be admitted that his retiring officer from the service of the Crown but the fair dues of one who can claim a record of forty years of service as conscientious.

HONGKONG-MANILA.

(1st April.)

The reception accorded the U.S. Third Pacific Squadron in Hongkong has been the subject of grateful acknowledgment by Rear-Admiral Harber, commanding the Philippine Fleet. The hospitality which was extended to the American visitors appears to have been appreciated by our neighbours in Manila, for in giving prominence to the entertainments held in Hongkong, the local *Times*, in a leaderette, observes: "The visit to Hongkong of the cruiser squadron under Rear-Admiral Harber has been another long step towards unity between Hongkong and Manila. The visiting tars were given a right royal welcome and during their stay have been very handsomely entertained. There were two notable functions in honour of Admiral Harber and his officers, the first at the Hongkong Club, participated in also by the officers of the French and Portuguese squadrons, and the second a dinner and reception at Government House. At the dinner at the Hongkong Club Sir Paul Chater was chairman and Mr. T. F. Hough vice-chairman, and among the guests were Sir Frederick Lugard, Admiral Sir Hedworth Lambton, and Admiral Perrin of the French Navy. There were many happy references to Manila and in the course of his address Governor Lugard referred to the recent visit to Manila of a number of residents of Hongkong, and thanked the Americans for their hospitality. He said there were many opportunities for the mutual and beneficial expansion of business between Hongkong and the Philippines and pledged himself to its promotion. He also said that he hoped the relations between the two in both a business and social way would increase. The dinner at Government House was a very handsome entertainment. A large party dined and subsequently many more came for a reception and dance. On both occasions Rear-Admiral Harber was the chief guest and he graciously expressed the thanks of his squadron and his country for the kindness of his hosts. It is highly satisfactory that relations between Hongkong and the Philippines have reached this very pleasant condition and for our part we should all strive for maintenance and improvement of them."

THE DELIMITATION OF MACAO.

It would appear from the report of the mass meeting organised by the Self-Government Society held at Canton on Wednesday last, that General Machado will have a rather knotty problem to solve when he arrives here early next month as the Portuguese Commissioner for the delimitation of the boundaries of Macao. It was only the other day that we published a telegram from Singapore reporting the progress of the agitation by the Cantonese to secure for China the sympathetic support of this subject in the

attitude which she is to assume vis-à-vis Portugal in this long-standing and vexed question. The news comes from Peking to-day that the ministers of the Chinese Foreign Office have been busy for some days past looking up the archives for all ancient documents and treaties relating to the Portuguese settlement on the outskirts of Southern China. This display of activity on the part of the Ministry of Foreign Affairs is not to be wondered at when it is recalled that only the other day did His Imperial Highness the Prince Regent instruct, by telegram, Viceroy Chang Jen-chun of Canton to have everything in trim preparatory to the commencement of the business of the Delimitation Commission upon the arrival of General Machado in Hongkong. It has been hinted that the recent visit to Lisbon of the Chinese Minister accredited to France had for its object the settlement of the contentious points affecting the Macao Boundary question. Reports also state that that visit had resulted practically in a settlement of the existing differences, and that the meeting of the Portuguese and Chinese Special Envoys at Hongkong will be more or less of a purely formal character by reducing into writing the understanding already reached between representatives of both countries in Lisbon. This report can, however, have but little foundation in substance. The vigorous agitation on the part of the people in South China and the unusual activity displayed by the higher authorities in Peking lead to the belief that an *entente* is to be arrived at, it can only be reached after negotiations between the two Commissioners who are about to arrive in Hongkong. In the meantime, the Self-Government Society in Canton, which was called into being after the *Tatsu Maru* incident in February of last year, is pursuing its anti-Portuguese propaganda with the wonted vigour which has marked its proceedings ever since it proclaimed its undisputed and well-defined policy of "China for the Chinese." The resolutions adopted at the mass meeting in Canton on the 31st ultimo after considerable discussion and several speeches by members who spoke with some authority on the history of the Portuguese settlement in Macao, bear the impress of a determination on the part of the Society to bring as much pressure as it is capable of gathering to bear on the Imperial Government of China in order to whittle down Portugal's claim to the irreducible minimum. Briefly put, the main resolutions were three in number. They are:—(1) The abrogation by China of the Sino-Portuguese Treaty; (2) the reversion of the Portuguese territory to China; or, in the alternative, the reversion of the yearly ground rent of Ptas. 500 in recognition

to secure the land; (3) the Government's compliance with the substance of the above resolutions has been transmitted by telegram to the Central Government at Peking goes without saying. It remains to be seen to what extent the authorities at the Capital will be influenced by the deliberations of the agitators in Canton. The demand urged for, in the first of the three resolutions, if complied with, would be tantamount to a rupture between the Governments of China and Portugal. Up to the present, nothing has transpired which can lead to the assumption that the boundary differences are susceptible of adjustment by proper diplomatic negotiations. It can hardly be supposed that the Government in Lisbon will consent to the re-payment of the ground rent, thus reducing Macao's position to that of a tributary state to China. The late Governor Amaral paid the price of his life to secure the recognition of Portuguese sovereignty over the Colony of Macao. The third resolution may be dismissed as entirely superfluous. With Commissioners of the experience and ability of General Machado and H.E. Ko Yu Him, it can be assumed with a tolerable degree of certainty that all differences are capable of settlement without the arbitrament of force. It is to be hoped that the cordial relations which had existed between the two Governments for over three centuries may be continued unimpaired as a result of the meeting of the two Envoys which is about to take place in Hongkong.

C. J. MERCHANT ACQUITTED.

ALLEGED FALSE IMPRISONMENT.

The *Manila Times*, of the 27th ult., says:—C. J. Merchant, the Pattee, extradited from Hongkong to answer to a charge of piracy, referred against him by Mr. Angelo Castillo, was acquitted yesterday after trial by Judge Crossfield and was departed for Hongkong. The court decided that the jewelry belonging to the complaining witness was properly held by the accused as security for debt, that the accused had a right to pay it and that there had been no crime. Judge Crossfield, however, says the complaining witness had advanced P200 against the accused, ordered that the pawn tickets in the case be returned to the complaining witness and directed the police to return the jewelry to the pawnshop which had advanced the money. One of the strongest Merchant P300 on it. One of the strongest showing made by the accused was that before leaving Manila for Hongkong he sent a registered letter to Mrs. Castillo informing her of his intention to go away temporarily and telling her where he was going. There were many details in the testimony but the court held that the complaining witness was, as a result of several business transactions, indebted to the accused and that the jewelry was given to him as security. It is possible that Merchant will bring a civil suit for damages for alleged false imprisonment. Merchant was represented and defended by Attorney J. C. O'Connell.

RUSO-JAPANESE WAR CLAIMS

On 11th Feb. Mr. McArthur, then U.S. Secretary of State for Foreign Affairs, whether

Russian Courts with respect to the claims for compensation for losses sustained by the Bo-

fish ships *St. Klada*, *Hijung*, and *Oldham* respectively, during the Russo-Japanese war, and what was the present position of the cases.

Mr. McKillop Wood: The appeal from the finding of the Libas Prize Court in the case of the *St. Klada* came before the Supreme Prize Court at St. Petersburg on Dec. 24, last. The Court, while maintaining that the detention of the *St. Klada* was justifiable, recognised that the vessel and certain portions of her cargo were

[illegible]

vessel and cargo. I may add that the texts of the judgments in both the cases of the *St. Kilda* and *Oldhamia* have not yet reached His Majesty's Government. Both these cases involve questions of principle of considerable importance which will be carefully considered when the full terms of the findings are received.

Mr. McArthur asked the Secretary of State for Foreign Affairs whether any definite reply had been received from the Russian Government.

ment to such representations made by the Japanese Ministry's Government with regard to the case of the *Knights Commander* and *Galocha* respectively, by:—what was the present position of: these cases, and whether there were any other claimants by British subjects upon the Russian Government of which it was cognisant, arising out of the Russo-Japanese war, which still remained unsettled.

Mr. McKinnon Wood: I must refer, the hon. member, to the answer given to him on July 27 last: No further communication has since taken place: that date being received from the Russian Government by regard to the case of the *Knights*

Commander. The owners of the innocent cargo on board the vessel have, I am informed, been instructed an advocate to take steps in the Libau Prize Court for the recovery of their losses. A reply was received from the Russian Government in September last, which left little hope of obtaining through diplomatic channels any compensation from the Russian Government for the losses occasioned by the detention of the *Cricket*. The owners of the vessel were directed to the *Cricket*.

His Majesty's Government did not see the best way to press the case further. As regards the claims arising in the case of the *Ikhopa*, the finding of the port Prize Court concerning the vessel was reversed on appeal by the Liban Prize Court. These cases, together with those referred to in my answer to the hon. member's other question to-day, comprise a

the shipping cases out standing, and the other claims remaining, are those which relate to cargo on board the *Malacca*, in which case the Russian Government has compensated the Peninsular and Oriental Company for the destruction of the vessel, and certain claims of the crew of the vessel, which were lost during the war. These are still under consideration or in course of adjustment.

In reply to further questions, Mr. McKinnon said that the Russian Government had

Wood said he believed action was being taken by the owners of the *Knight Commander*. "I did not think action by the Government was necessary in the case at the moment."

STEAM-TRAWLERS IN JAPAN

The Japanese Government is confronted with a somewhat curious situation arising out of agitation set up by a number of fishermen against the use of steam trawlers. At a conference of fishermen's guilds throughout the country held recently at Tokyo a resolution was passed to petition the Government to ban the use of steam trawlers in the country.

ence has also presented petitions to the House of the Diet with a view of putting the resolution into effect. The *Japan Chronicle*, from which I quote this article, says, "As will be remembered, the Government has done much in the past to encourage the introduction of the trawler into Japan and its wider adoption has been furthered even by the grant of a subsidy. Such being the case, the Government's anomaly presented by the tax levied against the use of trawlers is accordingly attacked by the public with more than ordinary interest. With reference to this subject, the *Tokyo Asahi* remarks that the House of Representatives has been convinced of the advisability of prohibition."

ing or putting a restriction on the operation of the method of fishing complained of. The Government on this other hand, has itself in a rather awkward manner, inasmuch as the interference of the traveler in this juncture would be tantamount to an admission of his want of foresight judgment. If, nevertheless, there is no doubt to the injury which the traveler inflicts on the fishing industry of the country, in the opinion of our Tokyo contemporary the traveler has been introduced into Japan rather recklessly, no attention being given to its possibilities of its probable effect on the fishermen, and that the serious effect of this method of fishing has been vividly brought home. It is only proper that the Government should rectify its

Trawl-fishing is said to be a more efficient method of catching fish than the *Atahli*, but those depths exactly the spheres where the ordinary fisher-folk carry out their avocation, the extermination of the denizens of the byre is extremely effective innovation is that the fishermen can tolerate. It is, not surprising that the trawler has given rise to vehement opposition. A Parliamentary

gate of the Government declared it to be the intention of the latter to enforce restriction in area of operation and on the size of the number of the trawlers, not so as to prevent a conflict with the interests of the other fishing countries, but only to facilitate the enforcement of our contemporary legislation. The whole of the fishing industry in the North Atlantic is recognized in countries where it has been tried. In Canada, for example, its use is absolutely prohibited. Even in the North Sea, Europe, where it is much in vogue, it is prohibited within the territorial waters of the respective countries. In Japan, the interests of ordinary fisher-folk are greatly menaced by trawling, not only on account of the extensive loss of fish on the coast but also by the pollution following from the oil and refuse which is carried along with the fish. In view of the fact that the Government would be unable to enforce the necessary measures, it is probable that the Government will have to

DEPARTURE OF THE U.S. FLEET.

LETTERS OF THANKS FROM THE ADMIRAL.

Prior to the departure, which took place last Saturday morning of the U.S. Third Pacific Squadron, Sir Paul Chater, the chairman of the Entertainment Committee, received letters from both the American and the French admirals, thanking him and the Hongkong public for the hospitality shown towards the men of the fleet during their stay in these waters. The letters are appended.

ADMIRAL HARBOR'S THANKS.

Office of Third Squadron Commander, United States Pacific Fleet, U.S.S. *Charleston*, Flagship, Hongkong, China.

March 26, 1909.

My Dear Sir,—On the eve of sailing, and bidding farewell to Hongkong and its hospitable people, I feel that I must say a word to those who have extended to us such a courteous and hearty welcome, and who, not content with that, have made special efforts to make us enjoy every hour of our stay, whether afloat or ashore. We all feel most deeply grateful, for every word and deed has borne the stamp of what can best be termed as "Brotherly Love." In particular do we feel grateful for the splendid manner in which the enlisted force has been taken into your hearts and minds. The hospitality extended to them, the courtesy shown to them throughout, the friendly competition in sports, the special care paid to the inner man, as well as the outer, have cemented friendships which, I think will live for ever, and like a good tree, will bring for the good fruit for all time.

I beg to thank you and your co-workers who have achieved such a splendid success. We thank also all the people of Hongkong Army, Naval and Civil, who have made our visit so delightful and made us feel really and in parting. Please convey, in such manner as you may deem best, the sincere thanks of the officers and men of our little Squadron to those who have given so many bright pages in our book of life.

With the sincere hope that the friendships made may be renewed many and many times in the future, I remain,

Sincerely and gratefully yours,

GILLES B. HARRIS,
Rear-Admiral, U.S. Navy,
Commander of Third Squadron,
U.S. Pacific Fleet.

Sir Paul Chater,
Chairman of Entertainment Committee,
Hongkong, China.

ADMIRAL PERRIN'S MESSAGE.

A bord du *D'Entrecasteaux*,
Hongkong, le 20 mars 1909.

Monsieur le Président—Avant de quitter Hongkong, je tiens à vous exprimer nos bien vifs remerciements pour l'hospitalité que vous avez bien voulu nous faire en nous associant aux fêtes données en l'honneur de l'escadre américaine. Croyez bien que nous emporterons le meilleur souvenir de notre passage à Hongkong et que nous serons très heureux de vous revoir.

Veillez agréer, Monsieur le Président, les sentiments de haute considération.

J. PERRIN.

DISEASE AMONG CATTLE.

KENNEDY TOWN INFECTED.

The following letter was received from Mr. Adam Gibson, Colonial Veterinary Surgeon, and considered at the meeting of the Sanitary Board held last Tuesday afternoon:

Sir—I have the honor to report that the bullock was admitted yesterday morning to the Depot and was put in the segregation shed under suspicion. It was found dead this morning.

The animal came with 15 others from Pak-hoi and these have also been placed under observation, but show no signs of illness—I have, etc.,

ADAM GIBSON,
Colonial Veterinary Surgeon.

The Secretary,
Sanitary Board.

THE YANG-TSE INSURANCE ASSOCIATION, LIMITED.

ANNUAL REPORT.

The report for presentation to the nineteenth ordinary general meeting of shareholders, to be held at the office of the Association, No. 20, The Bund, Shanghai, on Friday, the 16th April, is as follows:

The board of directors have now the pleasure to submit to the shareholders the annual report and audited statement of accounts and balance sheet to the 31st December, 1908.

Working Account 1907 and Former Years:—

This account shows a credit balance of \$28,928.77 against \$128,804.74 on 31st December, 1907. The directors recommend the payment of a dividend to shareholders of 20% out of this account, and transfer of \$50,000 to the credit of re-insurance fund and \$10,000 to the credit of building reserve fund.

Dividend of 20% (= \$12 per share) \$34,000.00

To re-insurance fund 50,000.00

To building reserve fund 10,000.00

Balance carried forward 80,928.77

Working Account, 1908.—The net premium earned during 1908, after deducting return premium, re-insurance premium, etc., amount to \$1,151,535.63 against \$20,085.14 during 1907, and the account shows a balance at credit of \$743,637.03. The directors recommend the payment of a special dividend of 15% (= \$3 per share), to be paid out of the interest account, which will absorb \$15,000 and to carry forward the balance of \$707,637.03.

The dividends will be paid in Taels at Exchange 73. 515 per share at Exchange 73 = Taels 10.95 per share.

Reserve Fund.—This fund remains unchanged and stands at \$1,000,000.

Re-insurance Fund.—After crediting this fund with \$50,000 as recommended above, it will amount to \$1,049,405.57.

Exchange and Investment Fluctuation account.—This account has been increased by \$11,026.33 and amounts to \$199,234.10.

Striking Exchange has been taken at 2/5/916 (the demand rate on 31st December, 1908) and the relative value between dollars and Taels at 73.

Investments.—The value, on 31st December last, has been taken for all the Association's investments.

Director.—In accordance with the articles of association, the present directors all retire from office, but being eligible, offer themselves for re-election.

Auditor.—The account has been audited by Mr. G. H. Thompson, Messrs. G. H. and N. Thompson, chartered accountants, offer themselves for election at the meeting as auditors for the current year.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.

Shanghai, 20th March, 1909.

NORDDEUTSCHER LLOYD.

DEATH OF DIRECTOR-GENERAL.

30th ulto.

We are courteously informed by Messrs. Melchers & Co., the local agents, that they have received a telegram from Bremen, stating that the Director-General of the Norddeutscher Lloyd, Dr. Heinrich Wiegand, died yesterday afternoon at Hamburg, von der Höhe near Wiesbaden.

Dr. Heinrich Wiegand was born at Bremen on the 17th of August, 1851, and received his intellectual training first at the town grammar-school and later on at the Gymnasium at Bremen, where he passed his departing examination in autumn 1874. At the Universities of Erlangen, Bonn, Berlin and Strassburg Wiegand was studying the law from 1874 until 1877, and passed the referendary examination in 1878 at Göttingen, where he then joined the Government service. His intention being to later on join the Imperial Railway Service. However, private matters made it necessary for him to return to Bremen in 1879. During the same year Wiegand passed the final examination and became a Doctor juris, after which he settled down in Bremen as a lawyer. As he mainly had in view matters concerning the commercial and maritime laws, consequently in the course of time he became more and more the adviser to the big shipping institutions. On the 15th of February, 1889, Wiegand joined the Norddeutscher Lloyd as a Counselor. After the death of Director Lohmann in 1894 Dr. Wiegand was asked to accept the position of Director-General of the Norddeutscher Lloyd.

SLAUGHTER HOUSE FOR SHAU-KI-WAN.

ESTIMATE OF COST.

The following reply from Government was received by the Sanitary Board relative to the question of a slaughter house for Shau-ki-wan and laid on the table at the fortnightly meeting of the Board last Tuesday afternoon:

Colonial Secretary's Office,
15th March, 1899.

Sir,—Referring to your letter No. 844 of the 9th instant, I am directed to state that the estimate of the cost of a slaughter house at Shau-ki-wan has been called for with a view to the further consideration of the project in connection with the Estimates for 1910.

I am, etc.,

F. H. MAY,
Colonial Secretary.

The Secretary,
Sanitary Board.

JAPANESE SHIPPING COMPANIES.

THE TOYO KISEN KAISHA; REPORTED HEAVY LOSS.

According to Japanese papers, says the *Japan Chronicle*, the Toyo Kisen Kaisha has lost ¥800,000 of its working for the last half-year, and no dividend will be paid either on ordinary or preference shares. The accounts, 30th ulto, laid before a general meeting on the 15th inst. showed a loss of ¥800,000, due mainly to the serious depression in the carrying trade. In addition the company had to pay a small amount in fees and interest on a loan of ¥4,000,000 raised during the year. The action of the company, it is said, has been both for the sake of the company and the shareholders. By this action the company will be able to balance the loss brought upon it and will be placed on a steadier foundation. It is believed the loss will be entirely made good if the distribution of a dividend is dispensed with for the next twelve months—that is, for two periods.

In the opinion of independent observers, says the *Hochi*, the company has been losing a long time. The cause of the loss is ascribed to various factors. From the first the company committed a blunder in its scheme for building ships, and looked up an immense amount of capital. The company has also lost heavily by the failure of its South American service, and the losses resulting from these factors have been aggravated by the depression in the shipping trade. Sympathy is felt for the board of directors, who laboured strenuously and managed to struggle along, but none the less such a policy cannot be sanctioned. The company has lost on its working for several periods preceding, yet it continued to distribute dividends by drawing on the reserve. Last year the company refused from distributing a dividend on the old shares and issued preferential shares, increasing the capital. A loss has been disclosed of ¥800,000. If the loss has been gradually accumulating, continues the *Hochi*, then the board of directors was not frank with the public when the preferential shares were issued. There may be some reasons which have induced the company now to disclose the loss, but the shareholders, taken by surprise at the disclosure, may feel suspicious, and it is expected that a great deal of discussion will arise at the coming general meeting of shareholders.

THE NIPPON YUSEN KAISHA.

The *Hochi* remarks that the result of the working of the Nippon Yusen Kaisha for the present half-year, ending the 31st ulto, cannot be known with precision before the reports have been received from the branches. The depression in the carrying trade reached a climax last year, freight declining day by day. The profit of the American line of the Company has fallen off by 30 to 35 per cent. from that of a normal year, and the China and European lines have also suffered to some extent. It is expected that the net profit for the present half-year will show a serious decrease, and the rate of dividend may not exceed 8 per cent. instead of 12 per cent. as usual.

RACE PONY SHOT.

EARTHQUAKE DAYS ENDED.

26th ulto.

Frequenters of the turf will learn with some regret of the death of the well-known race pony Earthquake, which came about yesterday morning. Owned jointly by Messrs. H. P. White and W. S. Deane, Earthquake proved himself to be a racer at the last race meeting. On Saturday last, owing to the partnership being dissolved, he was sold and purchased by Mr. Rice. Since then the pony developed some lameness, which proved to be incurable, and had to be destroyed, as already stated, yesterday morning. Standing over twelve hands, Earthquake was the winner of many races. In 1907 he won the Pagoda Cup at Shanghai, last year he ran second to none in the Champions at Amoy, and was also the winner of the Victoria Stakes in Hongkong during that year, while at the gymkhana meeting he was a well-known favorite.

THE SANITARY BOARD.

MR. HO KONG TONG'S APPOINTMENT.

30th ulto.

The vacant Chinese seat on the Sanitary Board, caused by the retirement of Mr. Fuong Wa Chuen, has just been filled with the appointment of Mr. Ho Kong Tong, assistant comprador to Messrs. Jardine, Matheson & Co., Ltd. This gentleman is one of the members of the Ho family, by whose conspicuous success in business and the munificence of their donations towards all that concern the public weal in the Colony, they have established a name for themselves. Himself a member of every representative Chinese committee in Hongkong, and the Tuong Wa Hospital, Mr. Ho Kong Tong has been identified with nearly every public movement for the promotion of the interests of his compatriots in the Colony. He has a store of information concerning "Chinese Affairs," whether as regards their sanitary requirements or commercial necessities, that should be of invaluable aid in the deliberation of measures affecting the Chinese here. His own admitted deficiency of a thorough and comprehensive knowledge of the English language may militate against his value as a public debater, but what he lacks in linguistic attainments is more than made up for in the wide range of his acquaintance with the needs of his compatriots, and his intimate touch with them. He brings to bear on the councils of the Board his formal knowledge which should stand his colleagues in good stead.

THE JAPAN SUGAR REFINING COMPANY.

CONDITIONS OF ASSISTANCE FROM SUZUKI SHOTEN.

It is now reported, says the *Japan Chronicle*, that the Suzuki Shoten is putting the affairs of the sugar company to rights. Several Japanese papers state that Mr. Kaneko, of the Suzuki Shoten (one of the largest creditors of the company), being offered a seat on the board of directors in order to undertake the readjustment of the company's business, had drawn up certain conditions under which he is willing to accept the offer, and has privately shown them to the principal shareholders who are his personal friends. The main details of the conditions are given:—

(1) That the capital of the company be reduced and that the amount standing as paid up be cut down by half.

(2) That the balance, ¥30 on each share, of the amount now remaining unpaid be called up, after reducing the amount now paid up from ¥20 to ¥10, the total amount paid up to stand at ¥40 per share.

(3) That the "airi mill" (valued at ¥2,500,000) shall be disposed of.

(4) That the Nagoya sugar mill be abandoned.

(5) That the mill was to be conducted jointly by the Dai Nippon, Yokohama, and Kobe Sugar Refining Companies, but the two last-named companies have a scheme to conduct the mill themselves without the assistance of the Dai Nippon.

(6) That peace be obtained for the settlement of debts to creditors holding no security. (The amount due to the Ataka Shinkwa, has been paid. The creditors who have not agreed to extend grace are the Mitsui Bussan, the Toho Bank, and the Suzuki Shoten.)

(7) That landed property held by the company be disposed of.

(8) That strict measures be taken in the use of the money deposited.

(9) That the principal shareholders be agreed to the conditions proposed by Mr. Kaneko.

ANOTHER HITCH.

20th March.

It appears that the negotiations for the relief of the Dai Nippon Sugar Refining Company have experienced another hitch on account of the attitude of the Government. We learn from the *Osaka Asahi* that the creditors who have agreed among themselves to mortgage on the Toroku sugar mill in Formosa, owned by the company, against claims unpriortized by security, sought the views of the Finance Department on the arrangement. In reply a certain high official of the Department with some indignation affirmed that it was impossible for the Government to approve such an arrangement. They might "take the mill as security," if they dared, but they must surrender the right over the property of the Dai Nippon Sugar Company in the claim of ¥5,300,000 for taxes in arrears. If the creditors desire to carry out their plan, they will bring misfortune upon themselves, and the proposal has therefore been dropped. It has now become necessary for the creditors to seek new ways of protecting their claims.

On the 18th instant a deputation of creditors called on Baron Shibusawa and asked him to nominate successors for the directorate of the company, but the Baron is at a loss to find suitable persons who will undertake the duties.

WELL-MERITED PUNISHMENT.

SERIOUS ASPERSIONS CAST ON POLICE OFFICER.

26th ulto.

With the object of saving his own skin, an Indian watchman, who was charged with the duty of looking after the premises of the Police Court, this morning, with behaving in a disorderly manner in Ship Street last night, made a serious accusation against a police officer, which he failed to prove.

Police-constable Wilson gave evidence to the effect that while on duty in Ship Street last night, he saw the defendant trying to force his way into one of the houses. He approached the man and told him to desist. "I'm a gentleman," the Indian retorted, "and have plenty of money. Go away yourself." Again he continued to hammer at the door, and was treated with several blows on the head by Constable Wilson. The defendant denied that he was drunk. He went to Ship Street, he said, to collect some money. In the house referred to were a number of sailors and Policeman Wilson, who held a glass containing some liquor in his hand. The policeman was drunk and while taking defendant to the lock-up staggered considerably.

Mr. Kemp (to P.O. Wilson)—Is that so?—No, Your Worship.

"I don't believe his story," continued Mr. Kemp, "but I would like to hear evidence to the contrary."

Policeman Glendinning stated that he took part in removing the defendant to the station. Policeman Wilson was not intoxicated, but the defendant was.

His Worship, addressing the defendant, said that there was no question that he was drunk and disorderly. In his defence he had said some serious aspersion on a police officer, which had no foundation in fact, and which was a serious matter. He would pay a fine of \$5, or go to goal for two months.

The fine was paid.

PORTUGUESE NAVAL VISITORS.

ENTERTAINED AT "DUANT"

The frequent meeting of three Portuguese warships in port at one and the same time and the circumstance of three vessels of the Portuguese Navy being now in the harbour, was made the occasion of a very pleasant gathering at the consular residence—"Duant"—of Mr. J. J. Loria, Consul, for Portugal in Hongkong, last Sunday afternoon. At the invitation of Consul and Mrs. Loria a party of twenty-five, thoroughly representative of the respective naval units of His Most Faithful Majesty in port, sat to luncheon and enjoyed the well-known hospitality of their general hosts. Among those present were:—Capt. A. J. Almeida, of the *Vasco da Gama*, Lieut. J. Costa Marques, of the *Barroso*, the commanding officer (Capt. Almeida) being absent through indisposition, and Capt. E. Gageau, who has been drafted from the *Patric* on special commission to convey the *Dilly* to Timor, the Misses Loureiro, Mr. J. L. de S. Alves, president of the Club Lusitano, and other friends.

At the conclusion of the lunch felicitous speeches were exchanged, high compliment being paid to the hosts whose hospitality, one speaker remarked, was known to the best circles in the Portuguese metropolis. Cordial wishes were exchanged for a pleasant sojourn of the Portuguese fleet in these waters and for the continued prosperity of the Consular official whose successful representation of his country in this Colony met with such universal commendation.

PRATAS ISLAND AFFAIR.

ACTION BY CHINESE IN THE STRAITS.

We learn that the Chinese residents in the Straits Settlements have telegraphed to the Chinese Press Association in Hongkong a message in connection with the Pratas Island affair. The telegram urges the vernacular press to protest against the alleged encroachment on China's sovereign rights by the Japanese.

RATS IN EUROPEAN HOUSES.

DWELLINGS IN TSIM-SHA-TSUI INFESTED.

The following is a minute by Dr. Macfarlane, Assistant Medical Officer of Health, which was considered at the meeting of the Sanitary Board last Tuesday afternoon:

In consequence of numerous complaints re rats in European houses, I appointed Inspector Brown to visit every one and inquire whether:

1. If they had rats or not.

2. If they washed traps, bird-lime boards, rat poison in all these.

This took two days to do, owing largely to the tenants in many cases keeping the inspectors waiting 15 to 30 minutes—a rather inconsiderate proceeding. The result of these inquiries is shown in attached sheets. On the following day, all traps, etc., asked for were supplied by Inspectors McKezie, Hydes and Brown.

The total number supplied was 61 traps, 137 bird-lime boards and 6 pieces of poison.

In addition, there are 35 houses rented by the military authorities in Austin Avenue, Salisbury Avenue, East Terrace, etc. To these, Major Macdonald, R.A.M.C., kindly agreed to issue traps, etc., and 35 traps, 35 bird-lime boards and 300 pieces of poison were issued for this purpose.

Therefore there are now in the European 172 bird-lime boards (issued by the Sanitary Board), 350 pieces of rat poison (by the Board).

In 126 European houses, the remainder refusing to have it or for other causes not wanting any.

As the matter is of some importance, it might call attention to the seriousness of allowing rats in houses if the matter were circulated to the Board.

3-3-09.

Mr. A. Shelton Hooper minuted:—I recommended the last paragraph of the Assistant Medical Officer of Health be given effect to.

CONFIDENCE TRICK AT NAGASAKI.

FOREIGNER CONVICTED.

On the 19th ulto, at the Nagasaki Chihō Seibansho, a Russian named Delibron, aged 26, a native of St. Petersburg and described as a count, was sentenced to two years' imprisonment for an ingenious fraud perpetrated in Shanghai in September last.

It appears from a report in the Nagasaki Press that Delibron, who is said to speak Japanese fluently, made the acquaintance of certain Japanese in Shanghai, one of whom, Toyotake Isamu, became his victim, and the complainant against him in the subsequent proceedings. Delibron, posing as a Russian Government agent, engaged Toyotake as a detective and interpreter for service in Vladivostok, promising to satisfy the engagement before the Japanese Consul-General in Shanghai on October 18th. When the day arrived, however, the bogus Government official assured his duped that it was unnecessary to approach the Japanese Consul-General in the matter, he himself being invested with all the authority necessary to confirm the agreement, and informed Toyotake that he was duly engaged at 150 roubles per month henceforth.

Shortly after the accused informed Toyotake that he must receive the sum of 150 roubles, as necessary to enable him to start for Vladivostok. To give colour to his story he produced on October 27th what purported to be a receipt for a remittance of 300 roubles, through Messrs. Kunst and Alberts, Vladivostok office, by a Russian lady there, and instructed Toyotake to proceed to Nagasaki, draw the money from Kunst and Alberts, Nagasaki office, and remit half to him, the accused, keeping the other half for himself. All of which as far as possible, his duped victim appears to have done. Meanwhile Delibron by borrowing small sums from other Japanese, amounting in all, up to November 3rd, to ¥250.

Toyotake, having arrived in Nagasaki, procured himself and his "chit" at Messrs. Kunst & Alberts, where he was astonished to find the supposed half a fake. Even then he seems to have had no suspicion of the game in which he was playing a losing hand, but, feeling as confident as ever, proceeded to Vladivostok with a keener belief in his own credentials, etc., and applied to the Japanese Consul-General for a passport. His awakening appears to have been complete at this stage, and we are left to surmise the steps he took which led to his "employer's" conviction.

It may be recalled that five or six years ago a Russian "Count" succeeded in victimizing a number of missionaries and foreign teachers in the interior by pretending to appoint them as Consular Agents for the Russian Government and charging them; if we remember right, some 100,000 roubles. It would be interesting to know the fate of these "Counts" in Nagasaki.

—*Japan Chronicle*.

FAULTY PARTY WALL.

NO PRECAUTIONARY MEASURES TAKEN.

Judgment was delivered by the Police Judge (Mr. H. J. Gompertz) in the Supreme Court, in the action brought by the Fong Kee Trading Company, of 35, Queen's Road Central, against G. Bertolotti, to recover the sum of \$172.25, being damages alleged to have been sustained by plaintiffs by water leaking into their premises.

His Lordship came to the conclusion that no precautionary measures had been taken by the defendant. He did not take any steps whereby any leakage into the plaintiffs' godowns could have been stopped, and consequently he was responsible. Judgment was entered for the plaintiffs for \$145.21 and costs.

The plaintiffs were represented by Mr. H. K. Holmes, while Mr. E. J. Grist, of Messrs. Wilkinson and Grist, represented the defence.

SANITARY BOARD SECRETARYSHIP.

MR. WOODCOCK'S RETIREMENT.

The following reply from Government was received in connection with the secretaryship and principal clerkship of the Sanitary Department and laid on the table at the meeting of the Sanitary Board last Tuesday afternoon:—

Colonial Secretary's Office,
24th March, 1909.

Sir,—I am directed to inform you that, in view of the present constitution of the Sanitary Department, it is considered that the duties of the Secretary to the Sanitary Board are no longer so responsible or arduous as they were when there was no separate Head of the Department.

2. An opportunity offers to transfer Mr. G. A. Woodcock, the present Secretary, elsewhere, and it is accordingly proposed to reduce the salary attached to the appointment from its present figure to a rate of £360, raising by triennial increments of £30 to £420 per annum.

3. The post will be offered, subject to the approval of the Secretary of State for the Colonies, to Mr. C. F. W. Bowen-Rowlands.

4. It is further proposed to abolish the post of Principal Clerk, as it is not considered that such an officer is necessary when the Head of the Department devotes the whole of his time to the Department.

5. I am to request you to lay this letter before the Board.

I am, etc.,

F. H. MAY,
Colonial Secretary.

The Head,
Sanitary Department.

Mr. Lau Chu Pak minuted:—Even if members wish to retain Mr. Woodcock's services, I do not suppose it can be done. I am sincerely sorry that he is to be taken away from the Sanitary Board. Ever since he was appointed Secretary, as the oldest unofficial member, I can say with hesitation that Mr. Woodcock had invariably discharged his onerous duties most assiduously and conscientiously. My colleagues on the Sanitary Commission will, no doubt, concur with me in saying this. In all matters connected with the previous Board, he had always been polite and considerate, not only to members and European inquirers for information, who came to the office, but also to the lowest Chinese coolie to whom, when applied to, he always took the trouble to explain fully in Chinese what the law actually required. I am very sorry that his much-appreciated services are no longer available to the present Board, as, with a secretary sympathetic and well-versed in Chinese and English, and well-versed in sanitary measures would be obtained.

Mr. A. Shelton Hooper:—This is a very important change and should be fully discussed.

THE SOUTH MANCHURIAN RAILWAY.

DEVELOPMENT OF THE LEASED TERRITORY.

At a meeting of the Committee on the proposed Bill relating to the reorganization of currency circulation in the leased territory of Manchuria, held on the afternoon of the 19th ulto in the Diet building, Mr. Shirani, President of the Civil Administrative Office, and Mr. Ishii, Vice-Minister of Foreign Affairs, made some observations on the South Manchurian Railway and the development of the leased territory.

"It is impossible," said Mr. Shirani, "for us to announce the great object we have in view in our Manchurian undertaking, but the principle on which the Kwantung Government must work is to develop and conserve the South Manchurian Railway so that the leased territory may flourish and prosper. Regarding our takings on the leased territory, there are a number to be carried out, such as harbour improvements, completion of equipments for cities, and the establishment of schools. The protection of life and property has been secured as far as possible through the organization of guards, both garrison and police. Unfortunately, the leased territory from Changchun to Port Arthur is such a narrow strip of land that it is crossed in a step, as it were, and owing to this circumstance we have experienced considerable difficulty in carrying out our operations promptly and effectively. The problem of protecting railway travellers from the depredations of train robbers, to which the Kwantung Government has always paid much attention, is now under close consideration by us, and the question now resolves itself into a need for better obviating discomfort to the passengers and for guarding them more efficiently. As one means to attain this object we placed a guard in the last car of each train, but in the result this was not found very satisfactory, as the car is not strong enough to afford assistance from one car to another, so that the guard was powerless when danger did arise.

"Regarding the resources of Manchuria, we have begun an investigation into the prospects for mining which we hope to complete this year, but it must not be forgotten that our sphere of action is limited to Fuchow and Antung in the neutral territory, beyond which we do not expect to pursue our investigations. It has come to our notice that a promising mine has been discovered near the railroad of the South Manchurian line, and one of the officials of the railway has already made some investigations.

"The area of the leased territory does not exceed 70,000 cho at the outside, while the number of inhabitants is nearly 400,000. Emigrants for the most part restricted to the merchant and industrial class.

Following on this speech, Mr. Ishii rose and made a few remarks about the questions of the

A CHINAMAN'S EXTRADITION.

ARMED ROBBERY NEAR SWATOW.

Extradition proceedings were commenced in the Police Court last Wednesday morning before Mr. J. H. Kemp against a Chinaman named Lai Fat Tung, alias Hu Min Cheung, alias Hu Kai Pak, who is alleged to have committed armed robbery on the steamer of Swatow, or, to be precise, south of Swatow on the 15th December last. Prisoner, a well-groomed Chinaman, dressed in a European suit, and with a well-cut mustache, was brought to the court by the Crown Solicitor's office, prosecuted, while Mr. Reader Harris (of Messrs. Wilkinson and Grist) appeared on behalf of the defendant.

Wong Po Shon, translator in the Registrar General's Department, stated that about the 15th of the month he translated a despatch from the Viceroy of Canton, which bore upon it the seal of the Viceroy of the two Kwans in two places. Mr. A. G. Fletcher, Acting Assistant Colonial Secretary, spoke to having received a despatch on the 1st inst. from the Viceroy of Canton enclosed in a letter from the British Acting Consul-General at Canton. The Viceroy's seal, which witness was familiar, appeared in two places.

The case was adjourned till Monday afternoon in order to allow the prosecution to produce a number of witnesses who were compelled to stop half-way owing to the breaking down of communications.

CHINA'S MONUMENTS.

TO ALL WHOM IT MAY CONCERN.

Owing to the increase of vandalism in China within the last two years the undersigned committee has been formed in Peking with the object of promoting the preservation of monuments, sculptures, etc., especially with respect to acts of vandalism traceable to foreigners.

Destruction of sculptures, tablets, public buildings and such monuments has increased in proportion to the growth of communications. Since the opening of the railway to Nankou considerable damage has been done to the Ming Tombs and six of these are virtually ruined. Attempts in Peking have been made to demolish the closing of the Temple of Heaven has been threatened on account of vandalism. Pious persons have taken place of two other capitals, Moukden and Sianfu. At Nanking visitors are actively destroying the sculptures at the Ming Tombs by peeling the sculptures with stones and cutting names in them. Chinese, Kai-feng-ku and other places by rail and the antiquities there are likewise being destroyed. Numerous other instances of mutilation are reported at Tai-ching-chow in the Western Hills near Peking and active destruction is going on at Hangchow, etc., etc.

In view of these facts and of the responsibility of all concerned the cooperation of foreign officials in China, of scholars and of other interested persons is desired in order to create a respect for the antiquities, monuments, etc., and to defend against the iniquities of vandalism and is the only important nation remaining to discover the need of protection and care of public monuments.

Those interested should keep the matter of injuries to monuments in China prominently before the foreign public as an evil to be suppressed as quickly as possible. The undersigned committee has been organized to receive the names of all persons interested in the history and state of monuments and of facts of vandalism be communicated to the secretary of the committee. A contribution of \$1.00 Mexican per year is requested from each interested person to be used for postage and printing and contributors paying said \$1.00 Mexican will be enrolled as members of the China Monuments Society. Prompt co-operation and assistance is required. The China Monuments Committee, E. Hapst, John Jordan, J. Korostoff, H. J. J. Gaudin, L. G. Hill, Honorary Treasurers, Frederick McCormick, Secretary.

Notes:—Remit to the Honorary Treasurer, China Monuments Society, Peking, in China and send \$1 notes or postal orders on Imperial Chinese Post Office. Outside of China the equivalent of 2 francs.

SINGAPORE COAL TRADE.

The year which has just closed, will be remembered in Singapore and the adjacent settlements as an era of almost unparalleled slackness in trade, and prospects certainly do not seem to be any brighter than they were a year ago. But although the imports of coal into the port of Singapore will show about 15,000 tons increase over 1907 it is certain the figures will not nearly reach those of 1906. This latter year, however, was almost a record in the coal trade, to that if just year's figures compare favourably with those of the year previous, it may be taken that the imports are not on the wane.

Fears are entertained that Singapore is losing her coaling trade in common with her other general trans-shipping trade, and that it is all going to the Dutch port of Sabang, where prices are better, and where shipmasters are treated with greater consideration by the "wharf owners." But the tendency here is not towards the coast, and it is hard to say that the much talked-about port of Sabang will have to claim a great deal of our ships for coaling before she will seriously affect Singapore as one of the largest coaling stations in the Far East.

Although the actual figures are not yet made public, the approximate totals show that there has been a marked falling-off in the imports of Bengal coal—no less than 115,000 tons, as compared with the previous year, and the remarkable, almost alarming, decrease of 224,000 tons, when set against the figures for 1906. Several reasons are assigned for this heavy decrease, but the fact that the Indian railways are now utilizing the Bengali product probably has a considerable influence in the matter. In 1906, 26,000 tons of Indian coal arrived at Singapore from Calcutta, while in 1907 155,000 tons were received. But for 1908 the total was only 20,000 tons.

Australian and Japanese coals have been imported to a considerable extent. Various reports are spread that the Japanese coal we get here does not compare favourably with the Australian product, but if the imports can be brought to a criterion, Japanese coal is the more favoured of the two. Japan, indeed, has taken a remarkable lead during the year. Nearly 200,000 tons of her coal were imported, which represents an increase over 1907 of roughly 50,000 tons, a fact which augurs well for the present year. A few years ago Japanese coal was not imported to any great extent—last year's figures are no less than 200,000 tons above the imports of 1906—but it now bids fair to corner the market.

On the other hand, imports of Australian coal were considerably less than in 1906, although last year's imports more than doubled those of 1907. The figures are—1st, 1906, 210,000 tons; in 1907, 85,000 tons; and in 1908, 28,000 tons.

The amount of Cardiff coal imported was less than half that imported in the previous year, being 50,000 tons, compared with 77,000 in 1907, and 85,000 in the year 1906.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

ANNUAL REPORT.

The Report of the above Association presented at the fourth annual general meeting of the members last Wednesday afternoon is as follows:—

The committee have pleasure in submitting to the members a report and statement of accounts for the year ending 31st December, 1908.

STRENGTH.

On the 1st January, 1908, the number of members on the roll was 330. Forty-three members either resigned or left the Colony and 4 deaths occurred. Ten new members joined the Association. The strength on the 31st December 1908, was 193, of whom 185 were present in the Colony.

ATTENDANCE.

The following table shows the numbers of members attending out of a possible number of 3 weeks-end shoots or match competitions against units, together with the net average scores for each 14 shots out of a possible 70.

Attendance out of a Possible Number of 77.	Number of Members	Net Average Score for each 14 Shots out of a Possible 70.
1907, 1908, 1907, 1908.		
30 to 38	5	54
21 to 26	6	50
11 to 20	10	51
5 to 10	15	41
4 to 10	13	46
3 to 10	14	41
2 to 10	8	39
1 to 10	23	43
0 to 10	6	0

The number of members present in the Colony throughout the year who did not shoot was 127. As a figure of merit 77 members attended 451 shoots for an average of 38 out of a possible 70.

Berkley Cup.—(600 yards).—The competition for the Cup kindly presented by Sir Henry Berkley, K.C., commenced in April, 1907, and was completed in June, 1908. Mr. J. C. Gow won the cup with the following aggregate for 6 highest scores, viz: 304. Mr. R. Baker was the runner up with 376. The following members had the right to hold the cup during the competition for obtaining the best monthly scores:—

April, 1907	E. S. Carruthers.
May, 1907	D. Willis.
July, 1907	R. Baker.
August, 1907	A. Jenkins.
October, 1907	J. C. Gow.
November, 1907	J. C. Gow.
December, 1907	J. C. Gow.
January, 1908	J. C. Gow.
February, 1908	A. Blowsy.
March, 1908	J. C. Gow.
June, 1908	J. C. Gow.

Medhurst Cup.—(200 yards vanishing target). Best of 4 shots in 6 competitions). The competition requires one more shot to complete owing to the December, 1908, and February and March, 1909, competitions being void through the entries being less than 6. The following are the best scores in the monthly competitions:—

Sept. 1907	J. C. Peter	3 Hits (possible 10).
Nov. 1907	W. J. Gast	7 do.
Oct. 1908	J. C. Gow	10 do.
Nov. 1908	J. C. Gow	8 do.
Jan. 1909	J. C. Gow	10 do.

The best scores for 3 shots so far have been made by Messrs. J. C. Gow 28, W. J. Gast 19, L. G. Bird 15, R. Baker 15.

DOUGLAS CUP.

(800 yards, Peak range). 13 shots (October, 1907, to March, 1908) have been taken place but those held in November, 1907, February, April, October, December, 1908, January and March, 1909, did not count owing to the members competing being fewer than 6.

Dr. Evan Jones	50	54	55
J. C. Gow	50	54	55
A. W. J. Watt	54	55	55
A. Jenkins	53	53	62
A. Denison	53	53	60
W. J. Gast	53	53	59
W. E. Terry	49	50	39
G. G. S. Forsyth	59	59	54
A. Thornhill	54	54	49
R. E. O. Bird	49	49	47
J. Hutchings	44	44	47
Capl. B. Branch	47	47	47

This competition will be completed in 1909.

MAY CUP (200 YARDS, 500 YARDS).

The Hon. Mr. F. H. May, C.M.G., presented three small cups for competition in classes "A" (scratch to 3), "B" (4 to 7), and "C" (8 upwards). 6 shoots and the four best monthly scores—2 at 200 yards and 2 at 500 yards of each competition to be counted. There were 246 entries during this competition. The winners were as follows:—

"A" Class	A. Jenkins	Aggregate 138
"B" Class	A. Dawson	Aggregate 138
"C" Class	L. Gibbs	Aggregate 127

"DAILY MAIL" EMPIRE CUP.

This Association entered for the competition, which was shot for all over the King's Dominions by some 300 Rifle Teams on the 23rd May, 1908. No other local team entered and the following best scores counted:—

200 Yds. 500 Yds. 600 Yds. Total.				
J. C. Gow	28	32	32	92
W. J. Gast	26	31	37	94
A. Jenkins	31	37	38	106
W. G. Stuckwood	29	33	32	94
R. Baker	28	32	32	92
C. Bond	28	32	32	92
A. W. J. Watt	28	31	32	91
E. S. Carruthers	28	31	32	91

The cup was won by the East London R.C. (Cape Colony) with the score of 824. The Hongkong score would undoubtedly have been better but for the unfavourable weather conditions.

INTERPORT CHALLENGE SHIELD.

Messrs. J. C. Gow, A. Jenkins and J. H. Pidgeon represented the Association in the annual Interport team match held on the 16th October, 1908, which was won by Singapore. They were placed as follows:—

200 Yds. 500 Yds. 600 Yds. Total.				
1st J. C. Gow	33	31	33	97
2nd A. Jenkins	29	31	28	88
3rd J. H. Pidgeon	28	29	29	86

WHITE HORSE TROPHY.

This second annual match of ten-a-side between the Hongkong Volunteer Corps and the Volunteer Reserve Association was fixed for 10th December, 1908, but was postponed at the request of the Volunteers until 9th January, 1909. The match ended in a draw for the Volunteers by 53 points to 52 to 700.

The highest score was made by Mr. J. H. Pidgeon (53). Each team has now won the trophy once and it will again be competed for in December, 1909.

VOLUNTEER CORPS.

Gr. M'Gillivray	31	28	28	87
Corpl. Jones	32	25	25	82
Sapper Haines	32	20	20	72
Li Andrew	28	29	30	87
Sgt. Chapman	30	35	35	100
Gr. Anderson	28	30	30	88
R. Stewart	28	30	30	88
Sgt. Darby	30	26	27	83
Capl. Wood	28	27	27	82
Sgt. Gloyd	27	20	20	67

RESERVE ASSOCIATION.

200 Yds. 500 Yds. 600 Yds. Total.				
J. H. Pidgeon	33	31	31	95
A. Jenkins	35	34	29	98
L. G. Bird	31	24	29	84
J. G. Marshall	24	29	30	83
S. E. Green	26	29	27	82
W. L. Leask	31	26	25	82
A. Mackenzie	28	25	27	80
R. Baker	26	27	27	79
W. J. Gast	26	25	25	76
A. Blowsy	19	16	15	50

POOLS.

Pool competitions were held in connection with each cup shoot and also on several days when cups were not shot for.

NEW COMPETITIONS FOR 1909.

Medhurst Cup, 1909.—The three cups kindly presented by Mr. G. H. Medhurst were not shot for, and conditions have still to be arranged.

The Meeting must elect, in accordance with Rule No. 9, a committee consisting of a chairman, a secretary, who shall also act as treasurer, and eight other members. Those who have served on the committee during the past year are eligible for re-election. Messrs. L. G. Bird and Evan Ormiston resigned their seats on the committee and the election of two members to fill the vacancies is therefore necessary.

The committee anticipate that, as the strength of the Association has not been maintained, the Government grant, to enable the Association to employ a paid secretary, will not be renewed for the current year. It will therefore be necessary to proceed to the election of an honorary secretary.

A. R. Lowe, B. S. Berkeley, Secretary, Chairman.

HONGKONG, 30th March, 1909.

NOISE IN THE COURTS.

SIKHS POLICEMAN GETS SEVEN DAYS.

Crowds of Chinese and other natives who have nothing to do hang about the Police Courts every day and make a good deal of noise with their chattering. The Magistrates are very patient, but their tempers have been tried of late. The *Singapore Free Press* of 23rd ult. says:—In this respect the Court downstairs is the worst, and Mr. Howard and Mr. de Mello and the members of the bar have had to complain frequently of late. The Court peons and the native police in Court are too lazy to keep any order. Punishing the peons and the native police on duty in Court would soon put a stop to the annoyance.

In the District Court, yesterday, the Sikhs had to keep order himself. He had two Sikhs arrested for fighting in the entrance hall. These two men were placed in the dock before Mr. Howard on a charge of disorderly conduct in a public place.

A King policeman said he saw them pushing each other and "m'king a row."

It appeared that the men had been quarrelling about bail. One of them, a P.C., was charged with making a false statement. The other man had bailed him out and wished to withdraw the bail. Hence the noise.

His honour sentenced the P.C. to seven days' imprisonment and discharged the other man. The P.C. wept. He had just been fined \$2 for refusing to pay tram hire.

HONGKONG SCHOOLS ATHLETIC SPORTS.

The Hongkong Schools Athletic Sports will be held on the 26th inst. under the patronage of H.E. Frederick Lugard, K.C.M.G. Following is a list of events:—

- 1.—LONG JUMP (Championship event) for boys under 17 years of age, 3 prizes.
- 2.—100 YARDS FLAT RACE (Handicap) for boys under 10 years of age, 3 prizes.
- 3.—100 YARDS FLAT RACE (Handicap) for boys under 10 years of age, 3 prizes.
- 4.—440 YARDS FLAT RACE (Handicap) for Chinese boys. Open to all ages, 3 prizes.
- 5.—1 MILE RIVCYCLE RACE (Handicap) Open to all ages, 3 prizes.
- 6.—HIGH JUMP for boys over 15 and under 17 years of age. Championship event, 3 prizes.
- 7.—200 YARDS FLAT RACE (Handicap) Open to all ages, 3 prizes.
- 8.—200 YARDS FLAT RACE (Handicap) Open to all ages, 3 prizes.
- 9.—200 YARDS FLAT RACE (Handicap) Open to all ages, 3 prizes.
- 10.—100 YARDS FLAT RACE (Handicap) for girls under 10 years of age, 3 prizes.
- 11.—100 YARDS FLAT RACE (Handicap) for girls under 10 years of age, 3 prizes.
- 12.—100 YARDS FLAT RACE (Handicap) for girls under 10 years of age, 3 prizes.
- 13.—100 YARDS FLAT RACE (Handicap) for girls under 10 years of age, 3 prizes.
- 14.—100 YARDS FLAT RACE (Handicap) for girls under 10 years of age, 3 prizes.
- 15.—THROWING THE CRICKET BALL, Championship Event. Open to all ages, 3 prizes.
- 16.—HALF-MILE (Challenge) Cup—Championship Event for boys under 17 years of age, 3 prizes.
- 17.—SKIPPING RACE—Open to girls only, 3 prizes.
- 18.—50 YARDS FLAT RACE—Open to all comers under 12 years of age, 3 prizes.
- 19.—50 YARDS FLAT RACE—Chinese Boys 14 years of age and over, 3 prizes.
- 20.—7 FURLONG FLAT RACE (Handicap). Open to past pupils only, 2 prizes.
- 21.—100 YARDS 3 LEGGED RACE—Open to all ages, 2 prizes.
- 22.—SACK RACE—Open to all ages, 3 prizes.
- 23.—2 MILES RIVCYCLE RACE (Handicap). Open to past pupils only, 2 prizes.
- 24.—QUARTER-MILE open to Navy, Army and Police (European), 3 prizes.

Heads will be run off on Saturday, April 24th. Entry forms to be sent to the secretary before March 25th. No post entries except in events 18 and 24.

Entrance fee for each event 20 cents, or \$1 for the whole meeting.

A gold medal will be presented to the Champion Athlete of the meeting, i.e., that boy who obtains the greatest number of marks in events 1, 3, 7, 9, 11, 14, 15 and 16.

A list place cup will be given to the boy who obtains the greatest number of marks in events 1, 3, 7, 9, 11, 14, 15 and 16.

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THE "KAISERIN ELISABETH."

CORRECT ACCOUNT OF THE ACCIDENT.

According to the *Shanghai Mercury*, the following is the correct account of the accident to the Austro-Hungarian cruiser, *Kaiserin Elisabeth*.

The *Kaiserin Elisabeth* did not run down a lamp-post, but when between the two light vessels at the upper end of Gough Island she stopped in order to allow an incoming steamer to pass, and a small junk, which was beating against the wind, came too close to her and her mizen mast fouled the after davits of the cruiser and broke.

The *Kaiserin Elisabeth* anchored outside Woosung and got underway at 11 p.m. on the first of the flood. Shortly afterwards, as the weather got foggy, she was obliged to anchor. She did not, however, lie quiet, as her cables, on account of the exceptionally strong tide, parted. She then dropped her second anchor and remained quiet till 9 a.m. of the 23rd of March, when suddenly this chain also parted and the ship, left at the mercy of the tide, drifted a few seconds afterwards on a small bank or submerged wreck in a position where the Admiralty chart gives deep water. As the ship touched she heeled considerably over, knocking masts and all loose things to leeward, and causing some sailors to fall overboard, four of whom unfortunately were lost. Another sailor lost his life through a boat being smashed to pieces against the ship's side. Afterwards the ship righted herself up, but still kept an inclination of 7 degrees. Seven alarm signals were fired. About three-quarters of an hour after grounding, and although the water was still falling, the ship was refloated by her own engines and before any assistance could have reached the ship. She then proceeded to Woosung and on the following high water to Shanghai.

A VISIT TO THE CRUISER.

A representative of this paper paid a visit to the handsome cruiser this morning (7th March) where she is lying moored off the Wayside Wharf. After considerable toasting about in a sampan, the ship's side was gained and the deck soon reached where the visitor was received by an officer. A look round the vessel soon showed that she had not suffered any damage in her recent exciting experience. Everything appeared to be in perfect order, the sailors being busily occupied at their usual tasks, while in the after part of the ship, the band was practising. The vessel will leave here for Nagasaki some time next week.

CHINA IN THE COMMONS.

BRITISH INTERESTS AT HARBIN.

On March 1, Mr. Reps (Montgomery Borough, Minn.) asked the Secretary of State for Foreign Affairs whether it was proposed to appoint a Consul at Harbin.

Mr. McKinnon Wood (Glasgow, St. Rollox, Minn.) The question of appointing a British Consul at Harbin has been considered by His Majesty's Government, and it has been decided that the importance of British interests there does not as yet warrant the expense involved. Arrangements have, however, been made for occasional visits being paid to Harbin by His Majesty's Consul-General at Mukden, which City is in direct communication with Harbin by railway, with a view to his reporting any change which may occur in the situation there.

THE TENDING OF NAVAL OFFICERS.

On the 3rd, Mr. Bellairs asked the First Lord of the Admiralty how long the present Admiral Sir Archibald Douglas, was in the service of the Japanese Government? whether he could give similar information in regard to Admiral Laog, for some time in the service of the Chinese Government; and how long after their appointments these officers were retained on active list.

Mr. McKenna: Both officers were on the commanders list when lent to the Japanese and Chinese Governments respectively. Sir Archibald Douglas served in Japan for about two years, and remained on the active list for about 32 years subsequently. Admiral Laog served in China for about 64 years, and subsequently remained on the active list for about eight years.

THEA.

DECLINE OF THE TRADE.

The *Osaka Asahi* has an article reviewing the decline of the tea trade in Kobe in recent years, which it attributes to a large measure to the development of Shimidzu. It is true, says the *Osaka Journal*, that omnibus ferberies are expressed by many people as to the future of Japan's tea trade, but it does not require much argument to prove that a purely domestic industry that brings a cash return of over 10 million yen from its export trade should be afforded as much encouragement as possible in view of the fact that much attention is given to the fostering of less important industries. The tea trade of Kobe was at its zenith about 1885, when a number of prominent foreign firms were engaged in the business. There is no doubt that comparing that period with the present, a considerable falling-off is noticeable in the amount exported, but as far as value is concerned it will be observed that the export trade has advanced instead of declined. Even at the time when Kobe's tea trade was at its height the amount exported did not much exceed eight million yen in value, whereas the value of last year's export, for instance, reached 14 million yen. Nevertheless, there is no doubt that the tea trade in Kobe and Yokohama is declining year by year despite the fact that the prosperity of these ports in the past owed much to this trade. In 1905 Kobe exported to million pounds of tea, but in 1908 the amount exported fell off to 64 millions. This diminution has been caused, not by the decline in the export of tea from the country as a whole, but by the withdrawal of Kobe's trade to Shimidzu, with the gradual development of the latter port. In other words, Shimidzu has taken the place which had long been occupied by Kobe and Yokohama, at least in regard to tea trade. According to the latest returns there are now fewer than 40 tea-firing establishments at Shimidzu and Shimidzu, and during last year 10,646,000 lb. of tea were shipped direct abroad from the port, in addition to 429,000 lb. to Kobe and 3,500,000 lb. to Yokohama, making a total of 14,600,000 lb. The growth of the tea trade of Shimidzu in recent years has been the cause of a proportionate decline in Kobe, as will be seen from the following figures of the export from the latter port during the last four years:—

1905	10,793,877 lb.
1906	8,224,474 "
1907	9,147,067 "
1908	6,334,653 "

At one time 100 million yen annually, but the trade has now fallen off to a half of that quantity. It is not likely that Kobe and Yokohama will regain the ground lost in the future as far as the tea trade is concerned.

THE YANGTZE WHARF AND GODOWN CO. LD.

ANNUAL REPORT.

Report of the Directors for the year ended December 31, 1908, to be submitted to the ordinary annual meeting to be held at the office of the general agents on Wednesday, March 31, at 11.45 a.m.

The Directors beg to submit to the shareholders the statement of accounts for 1908. The year's working has resulted in a net profit of Tls. 17,162.93, being added, the sum of Tls. 12,593.61 retained at credit of profit and loss account to be dealt with. This sum it is proposed to appropriate as follows:—

Write off 2 1/2% on book value of build-	Tls. 6,265.75
ings, pontoons, etc.	
Write off book value of steam-launch	2,650.00
To pay a dividend of 15% on capital	37,500.00
of Tls. 250,000.00	
And to carry forward	6,182.88
Tls.	52,598.63

The property of the Company has been kept in first-class repair and the cost charged to working expenses.

The accounts have been audited by Mr. Willeumier, who offers himself for re-election. Shanghai, March 15, 1909.

WORKING ACCOUNT.

For the year ended December 31, 1908.

(Cents Omitted.)

Dr.	Tls.
To Wages of Permanent Foreign and Native Staff, Commission to Wharf Manager and Rent	30,088
Coolie hire.....	24,737
Customs Supervision	2,000
General Charges	5,923
Steam-launch Working	4,659
Insurance—Fire	Tls. 761.67
Profit and Income	507.08

Delimitation of Macao.

MASS MEETING AT CANTON.

ADOPTION OF INFLAMMATORY RESOLUTIONS.

[From Our Own Correspondent.]

Canton, 1st April.
Yesterday, a public mass meeting in connection with the questions of the delimitation of Macao and that of the alleged occupation of the Tai Tung Sha Island in the Canton Self-Government Society, and there was present an exceptionally large number of people. Mr. Chan Chung Kwal, representative of Heung-shan, and Mr. Chow Hung Pak, representative of Wei-chow, were elected Chairmen. After considerable discussion the following resolutions were passed:—

(1) Whereas the Portuguese have on several occasions violated the articles of the Sino-Portuguese Treaty of 1887, and the 19th year of the said Treaty, and have therefore submitted to the Central Government to urge the cancellation of that Treaty, (2) The Central Government be requested to take steps to have Macao restored to China, and should this be not successful, modification should be made in the lease of Macao and the original rental of 500 taels be increased to whatever amount the special Envoy Ko Yu Him deem proper.

(3) If the Portuguese Government is not satisfied with the above suggestions, a final step, namely, a declaration of war, will be taken to deal with the Portuguese.

With regard to the Tai Tung Sha Island (1) The Chinese people at home and abroad should be well informed with the existing state of affairs asking them for joint assistance. (2) The Government should be requested to give adequate protection to the Chinese fishing junk as well as Chinese properties.

THE POST OFFICE PROSECUTION.

FURTHER EVIDENCE TAKEN.

At the Police Court, this afternoon, the hearing was resumed of the case in which William Nuttall, a 19-year-old youth, is charged with the alleged removal of postage stamps from a number of parcels. Mr. F. B. L. Bowley, Crown Solicitor, prosecuted, while Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morrell) represented the defence.

Mr. Bowley said that Mr. Martin, Superintendent of Registration, wished to correct his last evidence. Mr. Martin, on going into the witness-box, stated that with regard to parcel 76, the deficiency was fifty cents; 77, fifty cents; 86, sixty cents and 90, sixty cents. The total was therefore 240 cents, and not 260, as was stated on the last occasion.

Mr. Goldring—Up to the second hearing of the case, nothing had been heard of parcels 76, 77, 86 and 90, what is the deficiency on Nos. 76, 77, 86 and 90?

Mr. Martin—I don't know.

You did not mention the other parcels on the last hearing?—No.

You can't say the deficiency on 105, 107, 108 and 109?—Not definitely.

Defendant lives with his parents?—Yes.

You know his father well?—Very well, indeed.

As a matter of fact, it was partly on his recommendation that you kept him?—Yes.

Mr. C. McL. Messer, Postmaster-General, stated that on the 19th inst. he went to the Registration Office at about 1.30 p.m. Mr. Martin was away at the time. On going on his duty he found the premises in a state of confusion.

Mr. Martin opening a London parcel box with a Chinese coin. After the parcels are sealed and packed, they are usually placed in the Registration Office. He noticed one parcel in the London box which bore no stamps. Witness ordered the rest of the parcels to be taken from the box, when three other parcels were found to be deficient in stamps. They all showed a stamp sign, but the stamps were not on the parcels.

Mr. Martin then opened the parcel and found the defendant had taken the stamps. He summoned the defendant to his presence and informed him that the deficiency was to be made up.

Detective-Sergeant Wait stated that he arrested the defendant on the 19th inst. He met defendant opposite his house, No. 9, St. Francis Street, and informed him that he was going to arrest him on suspicion of having removed postage stamps from parcels, at the same time administering the usual caution.

They then proceeded to No. 9, where they found the defendant's mother. Witness searched the defendant and found stamps on his person. He was told by defendant that the latter did not remove the postage stamps but had merely picked them up from the floor of the Post Office and that he could explain that to Mr. Messer. Witness also searched defendant's chest of drawers, but found no loose stamps.

Mr. Goldring submitted that the prosecution had failed to make out any case by which defendant could be found guilty of the offence with which he was charged. The evidence was very inconsistent and bore out what was admitted by the defence, namely, that the defendant's part in the case was to do with the thing that defendant was likely to do if he had removed any stamps at all—to have removed them from his own parcels, and said that the prosecution had not disclosed sufficient evidence to convict defendant.

Defendant was allowed to go into the witness-box, where he was cross-examined at great length.

Sergeant Wait was recalled and spoke to having found some money on defendant's person.

The case was adjourned to Thursday, at 2.15 p.m., in order to take the evidence of defendant's father.

At the Police Court yesterday afternoon, William Nuttall, formerly a clerk in the Colonial Post Office, was found guilty of fraudulent removal of postage stamps from a number of parcels and sentenced to three months' hard labour. Mr. P. W. Goldring, who appeared for the defence, asked Mr. Justice to consider the First Offenders Ordinance, but Mr. F. B. L. Bowley, Crown Solicitor, objected to this on the ground of the serious nature of the offence, but asked His Worship to reduce the punishment, the presiding magistrate mitigating the sentence from six months to half that period as above stated.

Mr. FREDERICK C. JONES, Commissioner of Trade to the Queensland Government, passed away at the General Hospital, Shanghai, on Monday last, after a brief illness, following only two days' illness, of a heart attack. Mr. Jones was a native of England, but emigrated to Queensland, Australia, at an early age. About a year ago he was appointed Commissioner of Trade in Shanghai by the Queensland Government, and was indefatigable in his endeavours to promote trade between his adopted country and Shanghai. It is stated on reliable authority that a substantial business transaction was engaging his attention when he was stricken down. The deceased leaves a wife, in England, married daughter in Hongkong, and a son and daughter in Shanghai.

THE SUGAR INDUSTRY OF SOUTH FORMOSA.

AN INTERESTING STORY OF METHODS OF DEVELOPMENT.

The following report on the Sugar Industry of South Formosa for the year 1908 has been made by Mr. A. E. Williams, British Consul at Tainan, and is published by the Board of Trade.

POSITION OF SUGAR INDUSTRY PREVIOUS TO JAPANESE OCCUPATION.

In order to understand the present position of the Formosan sugar industry it will be necessary to review the conditions under which it was worked previous to the cession of the island to the Japanese in 1895, when it was under Chinese rule, and then after the occupation of the island by the Japanese.

Since the sixties the quantity of sugar produced in Formosa never exceeded 100,000 piculs (about 3,844 tons), but very nearly reached that figure once. At the time the island was ceded to Japan the total quantity exported to China and Japan averaged about 50,000 piculs (about 29,412 tons), upon which there was an export duty of 18c per picul, and the prices for sugar delivered in foreign ports ranged from \$3 to \$2.10 (Mex.) per picul in normal years, while during the French blockade in 1885 it fell as low as \$1.70 per picul.

The cane grown was a degenerated Bourbon, known as Tekchia (bamboo cane), and the average yield per acre of ground planted was about 8 tons of cane. A red cane and a Lab cane (belonging to the Lahaina family) were also grown and yielded better results, but the former was principally sold for domestic use, and was not crushed, while the Lab cane, although used mostly for manufacturing sugar, was considered to give a poorer sugar content and inferior coloured sugar. The Tekchia has a great advantage over both the red and the Lab canes, it grows on any ground and can stand any amount of neglect, therefore from the farmers' point of view it gave a more certain income.

The mills used were all stone-mills, driven by buffaloes, and gave a juice extraction on the cane of under 45 per cent, while the sugar yield on the weight of the cane was about 6 per cent, and depended on the quality of the cane, whether red or Tekchia.

The cost of the manufacture of a picul of sugar was about \$1, but at the time the Japanese acquired the island it had increased to about \$1.40 per picul. The mills, however, were mostly worked on the co-operative system, the question of actual expense never entering the farmers' calculations, as the actual amount expended by them was very small, each farmer contributing in kind, such as, for instance, his carts to bring the cane to the mill, his buffalo to drive the mill in turn, and his self and his family to assist at the manufacture on the days when his cane were being crushed. He sold part of his sugar, and retained part and generally had a little surplus bagasse over to take home and keep as fuel for a wet day, or sell in case of need.

The yield per acre of land in actual money was about \$2, from which must be deducted, say, \$5 to \$7 per picul, representing the amount expended. It may be asked how could the farmers live, but must be remembered that rice, which is the staple Chinese product, cost at that time only \$1.50 to \$1.80 per picul, and a day labourer could be hired for about 12c per day, which was considered sufficient to support both him and his family.

POSITION OF SUGAR INDUSTRY SUBSEQUENT TO JAPANESE OCCUPATION.

The Japanese acquired Formosa in 1895, but had to reconquer it, as the natives were unwilling to be handed over by the Chinese Government. This reconquest occupied them till about 1898, when they had more time to study the products of the island. It was found that the four principal articles exported were sugar, tea, camphor and rice, and that opium was the chief article imported. Steps were first taken with camphor and opium, both of which were made monopolies, then sugar. (Ordinance No. 107 of June 1, 1900) was promulgated for the study and encouragement of the sugar industry which is entitled "Regulations for the Encouragement of the Sugar Industry." In 1902 a temporary sugar bureau was also established for the supervision of the sugar industry, having its head office in Tainan.

Men were engaged who had studied in Germany and other men were sent out to study the sugar industry in other countries, with instructions to acquire all the information possible. An experimental station was established at Dalmokou and new canes were introduced and tested. It was found that whilst Lahaina and Laidra canes grew to a good size, they required a large quantity of water for irrigation and also a good deal of care, but that Rose bamboo, while yielding just as well, did not require so much care and could stand more neglect.

From the above-named regulations it will be seen that the Formosan Government gives assistance in various forms, both for planting and for mills.

SUBSIDIES AND BOUNTIES.

The liberality of the Sugar Bureau may be judged from the fact that in several instances sugar mills have either obtained a subsidy of 6 per cent. per annum on the paid-up capital for a period of five years, or have obtained assistance in the shape of a lump sum of 20 per cent. on the total value of the plant and factory. In another instance the machinery has been borrowed from the Government for a period of five years; that is to say the Government has provided all the machinery for the mill, and the company has erected the buildings and run the mill.

HOW THE LAND WAS ACQUIRED.

The Taiwan Saito Kaisha (Taiwan Sugar Factory Company, Limited) which owns the first modern mill ever erected in Formosa, was formed in 1900 with a capital of ¥1,000,000 and was granted a subsidy on the basis of 6 per cent. per annum on its paid-up capital for five years. This company found that as the Chinese farmers would not sell their cane, it was necessary to buy the land on which to grow it. The Government was accordingly obliged to intervene in order to effect the sale of the land required. Subsequently it was found necessary to involve the assistance of the police in order to get the farmers to sell their cane and, while acknowledging that there was a good deal of injustice inflicted on the farmers it must be remembered that their failure to sell rendered such measures necessary.

One or two small Chinese-owned mills also were started practically under pressure from the authorities, but came to grief after one or two crops, owing to a similar difficulty in handling cane machinery, which, hitherto, had been unknown in the island. The cane pieces supplied by the Sugar Bureau were always at loggerheads with the owners, and in complete failure resulted.

Up to 1903, therefore, little, if anything, was done, the only mill showing any success being the Taiwan Saito Kaisha, which employed double crushing, and made centrifugal sugar, but this mill could only buy cane with the arbitrary assistance of the police.

THE CHINESE AND THE GOVERNMENT.

Although the terms offered by the Government in the Regulations for the Encouragement of the Sugar Industry were most liberal, no one had sufficient courage to come forward, but the Chinese farmers cannot be blamed for this, as it must be remembered that they have spent all their lives in Formosa, and had never seen machinery; moreover, as they were living from hand to mouth, and were poor, they could not afford to fail, and therefore could not afford to experiment.

But from the Government's point of view something had to be done, as their scheme as far had ended practically in failure for want of support from the farmers. No doubt the authorities put this down to obstinacy, whereas it was merely ignorance, combined with poverty.

The introduction of new canes met with a little better success, but only a little.

When the Sugar Bureau found from their experiments that Rose bamboo would suit the soil and the conditions of the people better, they took steps to distribute their seedlings. A subsidy in money was offered for each picul of new cane planted, and a certain amount was also allowed for fertilisers, and in some cases fertilisers were bought and distributed in kind free of expense, whilst a certain sum was also granted for irrigation. No farmers, however, applied. A few heads of divisions were compelled by their semi-official position to support the Government by applying for some seedlings, and planting them. No to the encouragement they came up, and actually gave better results than the world in other countries, have created a demand for the new cane, but not so in Formosa. It must be remembered that the Formosan farmers were too poor to be able to take any risks and they preferred to wait. Gradually a few planted part of their fields, but the new seeds were taken up very slowly, and at the rate of progress then being made it might have taken 50 years for the industry to have assumed any proportions.

THE METHOD OF ESTABLISHING SUGAR MILLS.

In 1905 it was thought that drastic measures were necessary, and consequently "Regulations for the Control of Sugar Mills" were issued (Formosan Government notification No. 38 of June, 1905), which are said to have been adapted from a law in force in the Dutch East Indies (Java, &c.).

By these regulations any person wishing to erect a modern style sugar mill must first obtain the permission of the Director of the Sugar Bureau, and when that permission has been granted the Director fixes the district within which the mill is allowed to collect material, viz., sugar cane, for the use of the mill. When the limits of such a district are fixed or altered a notification is published in the official gazette of the Formosan Government to that effect.

COMPULSORY SELLING.

These regulations also provide that the farmers who occupy or cultivate land within any district allotted to a sugar mill, which has been approved of by the Sugar Bureau, must sell all the cane to the mill, or to no other mill may be erected within the allotted district. This means, of course, that the sugar mill in any given district has a monopoly of the cane grown there by the farmers, who, moreover, are forbidden to sell their cane to any other district, or to use their cane for the manufacture of any other material except sugar. The penalty for selling or sending out cane to another district for the manufacture of any other material, but sugar and for the erection of old style buffalo mills without permission is fixed at a maximum fine of ¥200. It must be remembered, however, that all the modern mills are obliged to purchase all the cane in their districts from the farmers at a reasonable price. What, however, affects the Chinese farmers more than anything is the fact that new mills of the old style buffalo type may not be erected within the district allotted to any modern mill without the special permission of the Director of the Sugar Bureau, and as the policy of the Formosan Government is directed towards making Formosa into a second Java by a reformation of the methods of sugar manufacture, this permission is not given, and the old style mills are distinctly retrograde and antiquated, and offer an obstruction to scientific progress in the production of sugar. In another five years they will probably have ceased to exist.

In certain cases sugar mills are allowed to lease an extensive area of land of the Government free of rent with a view to planting their own sugar cane, on condition that when the whole area becomes cultivated land, it shall be given to such mill without any pecuniary consideration. In such a case should a mill not come within three months from the date of the work done not make the progress which was anticipated on commencing work, the land is liable to surrender and the mill to removal. The farmers are not compelled to plant cane in the mill owner's district, and it therefore rests with the mill owner to use such means for encouraging the farmers as will make it worth their while to plant. Of course the farmers only look at it from the point of view of income. If the price paid for cane is below what they can get for other products, they will cease planting cane and substitute other crops, and the mill owner will be left with insufficient cane. If therefore it is to the interests of the mill owner to pay a price for the cane which makes it more remunerative than other crops.

It is under the regulations of 1905 that such a large number of modern mills have sprung up during the past two years, until at the present time there are nine companies with a total paid-up capital of ¥1,750,000.

OPPOSITION OF FARMERS.

It must not be supposed that the new regulations were accepted calmly by the farmers. At the commencement there was a great deal of opposition, and usually the first year after a district had been allotted to a modern mill the quantity of cane planted showed a perceptible diminution, but as the farmers perceived that cane, when planted, was getting a better return from their land than those who were planting other crops they would gradually return to the planting of cane. The rapidly with which this increase in the planting of cane takes place depends on the interest employed by the different mills and the way in which the farmers are treated, that is to say, whether the mills give the farmers a good price for their cane and advance them sufficient money to enable them to tide over the period during which the cane is growing.

ATTITUDE OF THE MILLS.

In some places it would appear that the regulations are doing the district a great deal of good, as planting is not only assumed their original proportions but have actually quadrupled in only three years, and it would appear that it is not a question of the farmers not wishing to plant, but rather of the mill owner possessing the capital to provide for the enlargement of the plant to cope with the increased quantity of cane.

On the other hand, in certain of the districts the rather short-sighted policy has been adopted of underpaying the farmers for their cane in the hope of obtaining an immediate large dividend, so as to artificially create an increase in the value of the shares, with the result that the quantity of cane, while the district has instead of increasing, decreased considerably, and as the mills are largely owned by capitalists and depend on machinery, and

be provided for every year, this decrease in the planting cane eventually causes the mills serious loss. It is, of course, well known that the mill pays best which produces the maximum quantity of cane in proportion to the capacity of its plant.

It has been suggested by some of the mill managers that it was on account of their conservative ideas that the farmers would not increase their plantings of cane, but on the contrary, rather decreased them, and therefore in order to increase the plantings it would be necessary to appropriate the farmers by arranging for their land to be sold in the various factories, but happily this policy has not been adopted by the Formosan Government.

HONGKONG UNIVERSITY SCHEME.

FURTHER CHINESE SUBSCRIPTIONS.

Subscriptions continue to be collected by the Chinese sub-committee from among their compatriots towards the endowment fund of the proposed Hongkong University. The first two lists, already detailed in these columns, aggregated \$66,200. With the donations subscribed on the 25th and 26th ult., the amount has been brought up to \$77,300. The acknowledged contributions were as follows:—

Wang Hing (Jewellers).....	\$4,000
Ma On Insurance Co.....	1,000
Ma On Insurance Co.....	1,000
Soy Kat Bank.....	1,000
Tao Yam-chi.....	1,000
Fung Chun-yuen.....	1,000
Tung Tak-lung.....	1,000
Ng Pak-to.....	1,000
Ming San Bank.....	700
Shing Tak Bank.....	600
Ling Tak-po.....	600
Kwan Mei-fung.....	500
Tang Ching-choo.....	500
Chiu Chau-sam.....	500
Man Chong-yuen.....	500
Choo Kwong-lan.....	500
Ma Ying-pit.....	500
Kwong Man-cheong.....	500
Tak Shing Hong.....	500
Wo Cheong (Gold Leaf Shop).....	500
Wong Loo-tung.....	500
Lam Heung-lun.....	500
Lo Koon-ying.....	500
Ming Koo.....	500
Tam Hoi-choi.....	500
Leng Pui-chi.....	500
Tai Fong Bank.....	500
Kam Shing Lee.....	500
Li Po-kwai.....	500
Choo Yau-lam.....	500
Chiu Cheong.....	500
Tung On Insurance Co.....	500
Tung Wo Hong.....	500
Wing Fat Hong.....	500
Hip On Insurance Co.....	500
Yuen On Insurance Co.....	500
Yuen Wan-ku.....	500
Man Shun.....	500
Chi Wo Hong.....	500
Po Lung.....	500
Chu Tak-shuen.....	500
Yueung Sal-ngam.....	500
Fung Tang-kee.....	500
Yee On Insurance Co.....	500
Ip Shun-kam.....	500
Ho Ngok-lau.....	500
Wai Loong Bank.....	500
Tak Cheong (tailors).....	500
Wong Kam Ruk.....	500
Wong Po-chueo.....	500
Tong Lai-chuen.....	500
Total.....	\$77,300

COMMERCIAL.

WEEKLY SHARE REPORTS.

Reviewing the share business for the week, 26th March, Sil Kadoolia & Co. write on the 16th March:

Our market has been distinctly weaker since we last wrote, and the amount of business transacted has been on a more limited scale.

Banks.—Hongkong and Shanghai Banks seem to have reached the top, after their long continued rise, and now show a slight tendency to weaken, shares being obtainable at \$30, and the probability of a lower rate being accepted. The London rate is unchanged at £60.

Marine Insurances.—Cantons are still inquiring at \$17½; North China are firmer at \$18; and the reported sale at the rate of \$18. Unions have strengthened on the announcement of a larger dividend (viz. final of \$17 for 1907, and interim of \$10 for 1908, making in all \$47 per share) and business has been done at \$14½ and \$15½. Yangtze have buyers at \$15, according to latest mail advices from the North.

Fire Insurances.—China Fires have receded to \$107, at which rate they can be sold. Hongkong Fires have been dealt in at \$15 and close in demand.

Shipping.—China and Manilla are out of favour and offering at \$8½ after at \$9. The report and annual statement of the general managers of this company for the year ending 31st December, 1908, has just been issued to shareholders. The loss on working is \$12,045.50, and after payment of interest and other charges there remains a debit balance of \$11,538.25 to be carried forward to next year's account. Douglas have improved to \$35, and are wanted. Hongkong, Canton and Macao Steamships continue in demand at \$30, but none are obtainable at the rate. Shell Transp. is in demand at \$4½. Sugar have been dealt in at \$17½, closing steady. Luxons are quiet and without business to report.

Mining.—Chinese Engineering are wanted in the North at \$18½. Rauba have sellers at \$8½.

Docks, Wharves and Godowns.—Kowloon Wharves have declined to \$49, after small sales at \$51, closing with sellers at the former rate. Whampoa Docks have been a very weak market, and sales at as low as \$78 are reported. The Whampoa Dock Company has been placed at \$30, and the Whampoa Docks have been sold in the North at the reduced rate of \$18½. Hongkong Wharves are easier at \$14, 16c after the final dividend of \$16 per share paid in Shanghai on the 22nd inst. after sales at the rate.

Land, Hotels and Buildings.—Anglo-French Lands are steady at \$10. The directors' report for the year ending 28th February, 1909, issued to shareholders of the company, shows a balance at credit of profit and loss account of \$11,341,935.35, inclusive of \$11,341,935.35 brought forward from last year's statement, and appropriate sums as follows:—To a dividend of \$16 per share, absorbing \$11,341,935.35, depreciation and renewals account \$11,000,000, write off debenture discounts \$11,000,000, and carry forward the balance of \$11,341,935.35 to next year's account. Hongkong Hotels have been weakened to \$84 and can be obtained at the rate. Hongkong Lands have strengthened to \$100 after sales at \$90. Sales of Hongkong Estates have been affected in small lots at \$80.50. Shanghai Docks have been sold in the North at \$18½. Cotton Mills.—Hongkong Cotton Mills are wanted at \$25, 5c after the final dividend of \$15 per share paid in Shanghai on the 22nd inst. after sales at the rate.

Exchange.—The Bank's selling rate on London is 1/8 13/16 on demand. The T/T rate on Shanghai is 7/7.

Dividends Payable.—Green Island Cement—Final of 50 cents for 1908, payable on the 3rd April. China Borneo—Dividend of \$1.20 per share for 1908, payable on the 5th April. Yangtze—Final of \$12 for 1907 and interim of \$10 for 1908, making in all \$22 per share, payable in Shanghai on the 17th April.

Unions—Final of \$17 for 1907 and interim of \$10 for 1908, making in all \$27 per share, payable on the 3rd April.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—

April Settlement 30th April.
May " 31st May.
June " 30th June.
July " 30th July.
August " 30th August.
September " 29th September.

YARN MARKET.

In their report dated and instant, Messrs. Phipps & Co. write:—

Our last report was dated the 19th ult.

The yarn market during the past fortnight has ruled rather weak and the period under review has been one of comparative inactivity. Prices have declined from fifty cents to one dollar per bale. The slackness is accounted for by the absence of a number of Chinese dealers who have gone to the country to worship at the ancestral tombs as is their custom at this time of year.

Exchange has ruled quite steady and as there appear no indications of abnormal conditions prevailing in the interior, prospects of an early revival in business upon the return of the natives from the interior, are sufficiently reassuring.

Mostly active by mail, the quotations of other Northern Mills are as follows:—International Tia. 92, Lan Kung Mow Tia. 103, and Soy Chees Tia. 50c.

Miscellaneous.—China Borneo have changed hands at \$17½, and there are further inquiries. Hongkong Electric are in request at \$18½, but none are obtainable at the price. There are sellers of Hongkong Ice at the reduced rate of \$190. Watsons are wanted at \$9 and William Powells at \$11½. In the North, Langkats have buyers at \$18½, while Sumatras have been sold at \$18.

Exchange.—The Bank's selling rate on London is 1/8 13/16 on demand. The T/T rate on Shanghai is 7/7.

Dividends Payable.—Green Island Cement—Final of 50 cents for 1908, payable on the 3rd April. China Borneo—Dividend of \$1.20 per share for 1908, payable on the 5th April. Yangtze—Final of \$12 for 1907 and interim of \$10 for 1908, making in all \$22 per share, payable in Shanghai on the 17th April.

Unions—Final of \$17 for 1907 and interim of \$10 for 1908, making in all \$27 per share, payable on the 3rd April.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—

March Settlement 30th March.
April " 30th April.
May " 31st May.
June " 30th June.
July " 30th July.
August " 30th August.

Although business is still restricted, a slightly firmer feeling seems to have set in during the past few days and a good inquiry has existed for a number of stocks.

Banks.—Hongkong and Shanghai Banks have ruled easier during the week, and at the close there are sellers at the reduced rate of \$30. The London quotation is £60.

Marine Insurances.—There are buyers of North China at \$18. Unions have risen to \$35, at which rate sales have been effected. Yangtze have improved to \$22½, at which rate buyers prevail in the North. Cantons are unchanged with buyers at \$18½.

Fire Insurances.—China Fires have further weakened and business has been done as low as \$105, but at this price they can be placed. Hongkong Fires have been sold at \$15.

Shipping.—China and Manilla have declined to \$7½ closing with buyers. Douglas continue in favour and are wanted at \$35. Further sales of Hongkong, Canton and Macao Steamships have taken place, and at the close there are sellers at \$20. 1900-Chinas, preferred and deferred, can be sold at \$40 and \$30, respectively.

Rubberies.—China Sugars have changed hands at \$17½, and more can be placed at the rate. Luxons are unaltered. Park Sugars are reported sold in the North at \$12. 127½.

Mining.—Chinese Engineering are firmer and can be placed in the North at \$18½. Rauba have been dealt in at \$8.

Docks, Wharves, and Godowns.—Kowloon Wharves have ruled stronger and have been booked at \$50, at which rate buyers prevail. Whampoa Docks are also in some demand and sales have taken place at \$80 closing strong.

Hongkong Wharves have inquiries in the North at \$164. Shanghai Docks have hardened to \$15, at which price buyers prevail.

Land, Hotels and Buildings.—Anglo-French Lands can be sold at \$10.30. Humphreys Estates are steady at \$88. Hongkong Hotels have found buyers at \$83. Hongkong Lands have changed at \$100, and more can be placed. Sales of Shanghai Lands have been effected at the slightly increased rate of \$118.

Cotton Mills.—There are sellers of Hongkong Cottons at \$9. A further rise in Ewoas has taken place, and there are sellers at \$11. 12½ in the North. According to latest mail advices from the